

BUS & COACH BUYER

8 AUGUST 1997 ISSUE 421

VALUE SHINES THROUGH!



Take a look at our new midsummer Stock List for some genuine value-added vehicles. Plus our new vehicle programme - altogether a shining summer collection!

NEW VEHICLES NOW IN STOCK

♦ **Setra S 250 - M.A.N.** Engine - Full air conditioning, double glazed, Retarder, ABS, ASR, 48 recliners, toilet, kitchen, fridge, courier seat, Webasto and timer, Radio/PA - many other fittings.

♦ **SETRA S 250 - M.A.N.** Engine - Full air conditioning, Retarder, ABS, ASR, 53 recliners, central locking, lift and lower, Webasto and timer, full air suspension - Radio/PA.

Other new vehicles in build with both M.A.N. and Mercedes engines.

USED VEHICLES

♦ **1988 Volvo B 10/M Jonckheere P 50 - 49** reclining seats, courier seat, Telma, rear toilet, water boiler, air conditioning, double glazed, TV/Video, Radio/PA. Long M.O.T. In very nice condition.

♦ **1988 LAG/Panoramic - 49** recliners, courier seat, toilet, fridge, TV/Video, Radio/PA. New M.O.T. - good condition.

♦ **1989 DAF 2305/Duple 340 - 53** reclining seats, centre toilet, water boiler, centre door, Radio/PA. M.O.T. till June 1998 - good condition.

♦ **1989 DAF SB 2300/Caetano Algarve - 53** reclining seats, courier seat, Radio/PA, double glazed - reasonable condition for age.

♦ **1990 DAF 2300 DHS/Caetano Algarve - 49** reclining seats, toilet, water boiler, TV/Video, Radio/PA, Crew seat, centre door. New M.O.T. Choice of 2 - good condition for age.

♦ **1990 Volvo B 10/M Plaxton 3500 - 53** reclining seats, Radio/PA, side lockers, Telma, double glazed, re-trimmed, aircraft-style lockers in racks. Long M.O.T. - in above average condition.

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Henlys sell Motor Division



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VOLVOS

1991 H VOLVO B10M PLAXTON PARAMOUNT 3200, 53/57 reclining
seats, ZF fully auto transmission, Pannier lockers, double glazed,
blinds, POD, radio/pa, belts, choice**£62,500**

1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE, 51
recliners, courier seat, rear demountable sunken toilet/continental door,
new test, d/glazed, radio/PA, new test, repainted white**£79,500**

1989 F VOLVO B10M VAN HOOL ALIZEE H, 49 reclining seats, couri-
er, centre demountable toilet/continental door, d/glazed, Telma, blinds,
radio / PA, etc**£67,500**

1988 F VOLVO B9M PLAXTON PARAMOUNT 3200, 35 reclining
seats, 2 tables, Pannier lockers, radio/pa, choice**£57,500**

1988 E VOLVO B10M JONCKHEERE P599, 53/57 retrimmed reclin-
ing seats, courier, d/glazed, radio/PA, repainted white**£62,500**

1986 C VOLVO B10M CAETANO ALGARVE, 53 reclining seats, couri-
er, continental door, radio/PA, new test**£35,000**

1985 C VOLVO B9M PLAXTON PARAMOUNT 3200, 43 retrimmed
seats, repanelled and painted white, new test, choice of 3**£42,500**

1980 V VOLVO B58 SEMI AUTO, PLAXTION SUPREME IV, 53 E-
type seats, courier seat, power door, curtains**£10,000**

OTHERS

1995 N IVECO 59/12, Cacciamali, 20 Fainsa seats, Webasto, Sutrak,
air con, radio/pa/fridge, boiler, large boot, immaculate ~~£37,500~~ **£35,000**

1987 E MERCEDES 609, Ensor 19/16 Fainsa seats, tables, radio/PA,
carpeted, racks, power steering, drop boot, clean**£12,000**

1987 LAG PANORAMIC, 49 retrimmed reclining seats, courier seat,
centre toilet with continental door, d/glazed, Telma, radio/PA, repainted
white**£42,500**

1984 BEDFORD NJM WADHAM STRINGER VANGUARD, Ratcliffe
side lift, low mileage**£2,500**

1982 BEDFORD PJK 330 DUPLÉ DOMINANT, 29 retrimmed seats,
POD, clean~~£6,000~~ **£5,000**

DUE IN SHORTLY

1995 VOLVO B10M PLAXTON EXCALIBUR, 49/53 reclining seats,
courier, centre demountable toilet, d/glazed, boiler, belts, radio/PA
.....**£129,500**

1993 L TOYOTA OPTIMO, 21 seater, radio/PA**£35,000**

1989 G TOYOTA OPTIMO, 21 seater, POD, radio/PA**£16,000**

1989 F VOLVO B10M PLAXTON PARAMOUNT 3500, 51 reclining
seats, courier seat, rear sunken toilet, continental door, d/glazed,
Telma, TV/Video, lockers, radio/PA**£62,500**

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Mercedes-Benz



index

8 AUGUST 1997

EDITORIAL

- 4. INDEX
- 4. NEWS
- 6. NEWS
- 7. NEWS
- 8-10. PLAXTON POINTER II — VEHICLE LAUNCH
- 11-13. OLYMPUS COACHCRAFT — MANUFACTURER FOCUS
- 16-18. VOLVO B10B WRIGHT ENDURANCE — IN-SERVICE REPORT
- 19-20. FLEET ADDITIONS
- 42. PRODUCTS & SERVICES
- 43. FLEET ADDITIONS

ADVERTISERS

- 1. EVOBUS
- 2. SCANIA BUS & COACH VALES SALES
- 3. MERCEDES BENZ
- 4. PHONE-A-HOSE
- 5. AUTOBUS MOSELEY PCV
- 6. AVE BERKHOF WEALDSTONE ENGINEERING
- 7. JJ COACH SALES
- 10. ASHLEY BANKS
- 14-15. REFURBISHMENT ADVERTISEMENT FEATURE
- 21-41. CLASSIFIED
- 41. CLASSIFIED ORDER FORM
- 43. BUS INDUSTRY AWARDS ENTRY FORM
- 44. HUGHES DAF

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Front Cover: Olympus Coachcraft's Atlanta conversion on the Mercedes Benz 412D Sprinter. It boasts 16 M2 seats, two tables, deep side windows and a 1.5 cubic metre boot

News

Southern Vectis appointment

Southern Vectis has announced the appointment of Peter Shelley as acting managing director of the group's leisure and retail division. Peter will combine this new role with his existing position as operations director of Solent Blue Line. He plans to develop the Southern Vectis businesses of Vikki Osborne Holidays, TBC Hotline, coach holidays and excursions and the network of travel offices and Post Offices on the Isle of Wight.

The TBC Hotline recently received its 100,000th call. The service provides callers with a nationwide train, bus and coach timetable and can book journeys with National Express and rail tickets for 24 hour delivery. It is staffed by up to six operators between 6.00am and 9.00pm, 365 days per year. The latest of the three major bus groups to pledge its support for TBC Hotline is the Cowie Group, claiming, 'Cowie is delighted to support this valuable initiative which promotes travel by bus.' This support enables copies of the Great Britain Bus Timetable to be held at Tourist Information Centres, rail stations and bus offices across the country. It is published three times per year. Further information on the service can be obtained from Heather Hodgekins at Southern Vectis. Telephone 01983 522456.

Coach & Bus '97 sell-out

All the stand space for this year's Coach & Bus '97 exhibition at Birmingham's National Exhibition Centre has been sold. Organised by the Confederation of Passenger Transport, the event has attracted just under 300 exhibitors representing a broad cross-section of the industry, from new vehicles to tourism venues. Once again, the show will take place in Hall Five and runs from 9-11 October. Early indications about the content of the show are that vehicle and body manufacturers have some interesting new products to launch. One of the highlights this year is expected to be the first of a new generation of lowfloor double deckers with wheelchair accessibility.

Beaver 2 export orders

Plaxton Coach & Bus has received two export order for its new Beaver 2 minibus from East Asian operators. Transmac of Macau already operates 10 dual door Pointer bodies on Dennis Dart chassis and has now placed an order for 15 Beaver 2s on Mercedes Benz 0814 Vario coach chassis. The vehicles will be 8.0 metres long and have roof mounted air conditioning. They will have dual door bodywork with an entrance behind the front axle and an exit behind the rear axle.

Another existing Plaxton customer, Discovery Bay Transit Services, has ordered two Beaver 2 0814 Varios although these will be to an overall length of 8.5 metres. The company is shortly to take delivery of two Plaxton Pointer Dart SLFs to add to a standard Dart delivered earlier this year.

Cowie seek stability from acquisitions abroad

Rumours about possible Cowie acquisitions of bus operations in the Netherlands and Scandinavia have not been denied by the group, although it remains tight-lipped on possible targets. Cowie's director of communications, Robert Blower, confirmed the group was seeking growth at home and abroad, and also that a recent statement made by chairman Gordon Hodgson outlined the group's strategy. Mr Hodgson said, 'By 2002, a third of bus routes in the UK will be put out to tender, so you have to create a platform now to sell into this market later.' In line with expansion policies currently being pursued by Stagecoach, National Express Group and FirstBus, Cowie is looking to Europe and Scandinavia to furnish substantial growth through acquisition.

New FD at Plaxton

Philip Powdrill, 39, has been appointed to the new position of financial director for Henlys manufacturing division. In addition to the Scarborough location this includes the former Northern Counties operation at Wigan. He will report to managing director, Neil Beresford.

A chartered accountant who spent nine years with Coopers and Lybrand in his native Sheffield, Philip has held positions with BOC, Coalite Chemicals, and MS International. Prior to joining



Philip Powdrill, finance director of Plaxton Coach & Bus.

Henlys his most recent appointment was with Holset, the Halifax based turbocharger manufacturing concern. Philip is single and a keen sportsman.

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1996 BOVA FUTURA FHD 12.330 INTEGRAL 12M

49 recliners, grey/blue/red moquette, centre sunken toilet, continental door, driver's berth, double tinted double glazed side windows, curtains, water boiler, coolbox, seat belts, AIR CONDITIONING, additional fuel tank, finished metallic silver/duo blue. M.O.T. APRIL 1998

1996 (August) DENNIS JAVELIN GX300 NEOPLAN TRANSLINER SHD 12M

SUTRAK AIR CONDITIONING, 50 Keil recliners complete with seat belts, O/S rear sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, kitchenette with water boiler, sink and fridge, Blaupunkt colour monitor and video, Webasto with timer, power entrance door, central locking system, finished white/red. NOMINAL MILEAGE ONLY

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

48/50 recliners, beige/orange moquette, rear sunken demountable toilet, continental door, SUTRAK AIR CONDITIONING, double glazed tinted side windows, blinds and decorative curtains, aircraft style lockers to hatracks, courier seat, fully carpeted, no rear window, Eberspacher pre-heater, TELMA retarder, power entrance door, finished cream. CHOICE OF IDENTICAL VEHICLES M.O.T.'s NOV '97 and FEB '98

1992 VOLVO B10M VAN HOOL ALIZEE-H 12M

48/50 recliners, grey/red moquette, rear floor mounted toilet, continental door, double glazed tinted side windows, sun blinds, water boiler, courier seat, wired TV/video, power entrance door, finished all white. M.O.T. MARCH 1998

NEW IMMEDIATE AVAILABILITY VOLVO B10M GL VAN HOOL ALIZEE-HE 12M

Centre toilet, continental door, 49 reclining seats, air conditioning, water boiler, fridge, finished all white. 1 ONLY

BOVA FUTURA FHD 12.330L INTEGRAL 12M

Centre toilet, continental door, 49/53 reclining seats, air conditioning, water boiler, fridge, finished metallic silver. 1 ONLY

BOVA FUTURA 'CLUB' FLD 12.300 INTEGRAL 12M

53 reclining seats, finished all white. 1 ONLY

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows, blinds, courier seat, water boiler, power entrance door, finished all white. M.O.T. OCTOBER 1997

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51 seats, beige/orange moquette, centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, wired TV/video, finished all white. M.O.T. JANUARY 1998

1989 (August) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, finished white/blue. M.O.T. FEBRUARY 1998

1989 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet O/S rear, continental door, double glazed side windows, curtains, courier seat, water boiler, power entrance door, finished cream/grey. M.O.T. JANUARY 1998

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, aircraft style lockers to hatracks, water boiler, fridge, wired TV/video, TELMA retarder, finished all white. M.O.T. APRIL 1998

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JAVELIN GX**
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sunken toilet
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MIDI MAN 11.220 HOCLR**
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door, double glazing, Telma
retarder.

USED COACHES

- 1995 DENNIS JAVELIN BERKHOF EXCELLENCE 1000**, 53 recliners, double glazing, crew seat, rear continental door, exterior blue / white / gold, MoT 26/11/97£109,500
- 1994 SCANIA K113CRB IRIZAR CENTURY**, 49 recliners, air con, double glazed, sunken toilet, 2 fridges, hot water boiler, drivers bunk, Telma, grey interior, exterior colour white, MoT 11/12/97£127,500
- 1992 DENNIS JAVELIN BERKHOF EXCELLENCE 1000**, 3.5m high, 53 recliners, crew seat, tinted windows, power door, curtains, Telma retarders, grey interior, white/mauve exterior, MoT 24/4/98.....£65,000
- 1991 SCANIA K93 PLAXTON PARAMOUNT 3200**, 53 recliners, seatbelt all seats, power door, radio/tape/PA, tinted windows, grey/red/orange interior, exterior white/pink, MoT 20/1/98.....£64,000
- 1989 LEYLAND TIGER PLAXTON DERWENT**, 53 coach seats, rear boot, exterior white, MoT 13/4/98£45,000
- 1988 LEYLAND TIGER 290 DUPLÉ 340**, 55 recliners, seat belts all seats, radio/tape/PA, Telma retarder, drivers fan, rear continental door, Cummins L10 engine, manual gearbox, grey interior, white/red/green/grey exterior, MoT 2/2/98£43,000
- 1987 VOLVO B10M VAN HOOL ALIZEE**, 53 recliners, double glazing, side window blinds, Telma retarder, crew seat, grey/blue interior, exterior white, unregistered, MoT 11/97.....£59,500
- 1986 (D) DAF MB 200 PLAXTON PARAMOUNT 3200**, 53 retrimmed seats, seatbelts all seats, radio/tape/PA, tinted windows, interior fawn/brown, exterior white£30,000
- 1986 MAN 16.280 BERKHOF ESPRITE**, 49 recliners, crew seat, continental door, double glazing, Peage window, interior grey/red, exterior blue/white£25,000
- 1985 BOVA EUROPA**, Highliner, 53 retrimmed seats, crew seat, power door, interior grey, exterior silver & grey/orange/red reliefs, MoT 10/97£19,500
- 1979 LEYLAND LEOPARD DUPLÉ DOMINANT EXPRESS**, 49 seats, semi-automatic gearbox, power doors, exterior silver / yellow / red, MoT 21/1/98£4,000

DUE IN SHORTLY

- 1989 VOLVO B10M VAN HOOL ALIZEE**, 49/53 seats, toilet, Telma
- 1986 LAG PANORAMIC**, 49 seater

AFTER HOURS SALES: David Waterman 0836 573535/01725 512304
Maurice Bateman 0831 826435/01787 475472
Alan Middleton 0370 735228/01509 852624
AFTER HOURS SERVICE: Mick Rust 0836 232800

News

Accident Management

Fiat Auto has extended its customer Accident Management Service (FAMS) to cover its light commercial range. This is free of charge and applies to all UK registered vehicles less than five years old. Previously it was only available to purchasers of new vehicles but now the drivers of all Fiats up to five years old can make use of the service if they are involved in an accident.

FAMS is administered by the Automobile Association on behalf of Fiat Auto (UK) and is accessed via a Freephone call to a dedicated FAMS team, available 24 hours per day, 365 days per year. This ensures that all appropriate actions are taken and the correct decisions made to gain the highest level of attention, service and assistance anywhere in the UK or Channel Islands.

Typically, FAMS provides: scene of accident advice; a message relaying service; guaranteed repairs; vehicle

Bus stop clearways in Salisbury

Bus stops in the centre of Salisbury are now being protected by clearways, making them available only to local services and preventing casual coach stopping. Wiltshire County Council is offering coach operators advice on alternative stopping places. For the latest information on these, contact David Feather, project manager of the Council's traffic department. Telephone 01225 713456, or Fax 01225 713400.

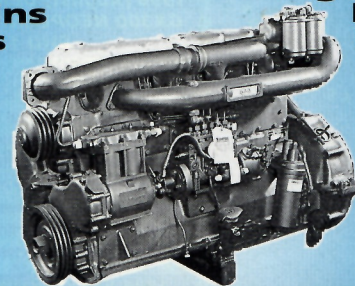
delivery; assistance with insurance/claims paperwork; advice on uninsured loss recovery, and, if the vehicle cannot be driven safely or legally, vehicle recovery; and assistance with making onward travel arrangements. Fiat has confirmed the scheme applies to Ducato minibuses less than five years old. Customers can obtain registration forms from any Fiat dealership or by telephoning Fiat Customer Services on Freephone 0800 717000.



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Henlys sell Motor Division to focus on Coach & Bus

Henlys Group plc, parent company of Plaxton Coach & Bus, has announced plans to sell off its motor division for £56.6 million to HMG Holdings Ltd and HMG (Thames) Ltd, companies incorporated by Legal & General Ventures Ltd and Dennis Stickley for the purpose of acquiring the business. The figure includes £5.6 million of inter-company indebtedness and represents a premium of £6.6 million over net assets.

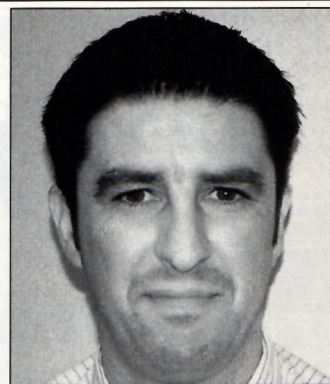
A press release issued by the company said, 'The sale of the Motor Division will enable Henlys to focus on the further development of the Coach & Bus division, which has been the main contributor to the growth in profits achieved by Henlys in recent years.' The size of the trans-

action means that the disposal is conditional upon the approval of shareholders. An ordinary resolution to approve the sale will be made at an Extraordinary General meeting to be held at 10.00am on Thursday 21 August at the offices of Ashurst Morris Crisp, Broadwalk House, 5 Appold St, London, EC2A 2HA. The board anticipates approval will be forthcoming and that the sale will take place on that day.

Henlys' motor division has 32 dealerships and all but two are included in the sale. Of the two excluded, contracts for the sale of one have already been exchanged and negotiations for the sale of the other are taking place.

Henlys board has frequently stated its intention to con-

tinue the expansion of the Coach & Bus Division which already encompasses Plaxton Coach & Bus, Northern Counties and a 49% stake in Prevost Car Inc of Canada. A statement from Henlys said, 'The Board believes that there are acquisition opportunities for the Coach & Bus division in overseas markets and in related fields. The strength of Henlys' balance sheet following the sale will place it in a strong financial position to pursue these opportunities. The immediate use of the proceeds from the sale will be to reduce debt, and the Board estimates that, after the sale, Henlys will have a net cash surplus of approximately £28 million.'



Andy Suddaby, appointed regional sales manager for Autobus.

Autobus appointment

Andy Suddaby, 36, has been appointed as regional sales manager by Autobus and will support Alan White, concentrating his efforts on the northern part of the country. A newcomer to the PSV industry, Andy began his sales career in commercial truck sales with Lex in Hull. He is single and enjoys watching football and playing golf.

JJ COACH SALES

1990 MERCEDES 811D OPTARE STARIDER

1989 DAF SB2300 CAETANO ALGARVE, 53 seater

1989 TOYOTA OPTIMO, 21 seater

1987 BEDFORD PJK, Plaxton Paramount 3200, 29 seater

1986 SCANIA K92, Plaxton Paramount 3500, 55 seater

1984 VOLVO B10M, Jonckheere P50, drop driver, TV, 53 seater

1984 LEYLAND TIGER, Jonckheere P50, rear sunken toilet, TV, 53 seater

1984 BEDFORD YNT, Duple Laser, 53 seater

1984 BEDFORD YNT, Duple Laser, 53 retrimmed seats

1983 LEYLAND TIGER, Jonckheere P50, TV, 53 seater

1983 LEYLAND TIGER, Manual Duple Domi IV, 53 seater

1983 NEOPLAN JETLINER, 49 retrimmed seats, centre sunken toilet

1983 BEDFORD YNT PLAXTON PARAMOUNT 3200, 53 seater

1982 B10M DUPLER GOLDLINER, 53 seater

1980 VOLVO B58 DUPLER DOMINANT IV, 53 seater

MINIBUSES & NON PSV'S OPEN TO OFFERS

1988 METRORIDER, 25 seats + 7 standees

1987 FREIGHT ROVER, 19 hi-back seats + 5 standees

1986 FREIGHT ROVER, Hi-roof, 16 hi-back seats

NON PSV'S

2 X 1985 DODGE 50, with tail lifts

1988 FORD TRANSIT, DI with tail lift

1987 FORD TRANSIT with tail lift

BREAKING

1982 VOLVO B58 DUPLER DOMINANT II, all spares available

PART EXCHANGE CONSIDERED ON THE ABOVE

01676 541110/540282

Vehicle Launch

Plaxton Pointer 2

A softer look for Britain's best-seller

Plaxton Coach & Bus has announced a new look for its best selling Pointer bus range, over 3000 of which have been sold since its introduction in 1991. As with the recently announced Beaver 2, Pointer 2 benefits from the styling expertise of Ogle and sees the introduction of more rounded corners to give a smoother friendlier looking bus. The move comes with Pointer production running at 18 buses a week.

Pointer 2 is arguably the second new guise for the Pointer, when one takes into account the revised styling introduced with the launch of the Dart SLF chassis at the Coach & Bus '95 show. This in itself represented a softening of Pointer's original look because on the SLF the lower edge of the front panel was rounded rather than angular. Plaxton sales and marketing director, David Quainton, said, 'We launched the SLF following an extensive development programme with



Front screens are interchangeable between Pointer 2 and the existing model.

Dennis and our philosophy was to keep it simple and low cost. Two years on we believe it is time to freshen up the look because the front end design, which is shallow in depth, was brought about by the need to produce 8.5 metre buses for London. That demand is not there any more so we have been able to put new flair and character into Pointer 2.'

Increasing the radius of the corner curves of the dome and revising the front lower panel to give 'a happy look'

has added 100mm to the overall length. It is perhaps surprising that the bus appears so different because not only is the same screen used, it is mounted at the same angle as previously. At the rear the softer corners are again apparent. New high level brake and indicator repeaters add to safety, as does the replacement of the former air intake grille with a closer mesh design which will hopefully deter children attempting to ride on the back. In place of the rather utilitarian filler cap

arrangement there are new easy access flaps for the fuel and water on the rear offside corner. At the extreme near-side rear the engine air intake has been incorporated into the styling of the bus rather than perched in a vulnerable position on the roof corner. Black wheelarch edge mouldings and a moulded finisher above the valance replace the previous colour co-ordinated items on the bus side and should help maintain the appearance of the vehicle through a long working life.

The first examples of the new style body are already in build and it will be available on all low floor Pointers from 1 January 1998. The high floor Pointer remains available, indeed a batch of dual door Darts ordered by Transit Holdings, prior to the acquisition of its UK operations by Stagecoach, are currently in build. However, the high floor variant will only be available with the previous frontal and rear styling.

FirstBus is taking delivery of the first examples of the



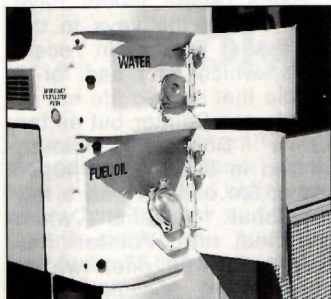
This rear comparison shot highlights the rounder corners and neater filler arrangement.



Bonded double glazing is one of the new options selected by FirstBus.

Vehicle Launch

The first production Pointer 2s to be completed are a batch of nine metre Dart SLFs destined for the Bristol City Line and Badgerline subsidiaries of FirstBus.



The new filler flap arrangement at the rear offside.

Pointer 2 with 9.0 metre buses going to the Bristol City Line and Badgerline fleets, while 10.6 metre buses will follow for the Greater Manchester operation. These all incorporate the new standard FirstBus interior and illustrate the increased emphasis operators are placing on passenger comfort. Recognising this trend, Plaxton is offering new higher specification option packs with Pointer 2. One of these includes a thermostatically controlled Sutrak roof mounted blown heating system, together with a continuous recessed Invertec lighting system within a restyled roof profile. This costs slightly over £2,000 more than the standard specification but should appeal to passengers.

A further option is that of bonded, double glazed, side windows. Apart from overcoming the problem of condensation, this gives an attractive smooth exterior appearance, and can be specified with a variety of high quality colour co-ordinated waist and pillar finishes. Likely to be less popular with passengers but attractive to operators who want to maximise advertising revenue is the option of a completely blank, windowless rear end.



Vehicles specified with single or double bonded glazing have sufficient inherent stiffness to allow Plaxton to remove the waistline truss panels. The same packages also enable colour co-ordinated finishers to be applied above and below the windows in the interior of the bus, and if required, on the window pillars. FirstBus has specified lilac finishers on its vehicles to good effect.

Differentiated markets

David Quanton believes that there are now two separate market sectors for single deck saloons. The first he describes as, 'The heavyweight single decker which has run from 11.5 to 11.7 and now 12.0 metres and that vehicle, like every other has gone low floor.' The second sector he sees is the midibus sector although this is becoming an increasingly inappropriate title. 'It started in 1991 at 8.5 metres and has gone through now to 10.0 and 10.6 metres. It started as a true midibus and has evolved to a medium weight single decker.'

He continued, 'The midibus is differentiated from the heavyweight sector by its 12.0 to 12.5 tonne capacity. It utilises smaller wheels and tyres and gives two benefits. Firstly it introduces passengers to seats immediately behind the driver because the wheelarches present a minimal intrusion and the particular design of the Dart SLF chassis permits the saloon seat area to continue all the way up to the back axle. It has an almost optimal layout with the batteries under the driver and the fuel tank behind the rear axle with nearside fill, thereby giving the maximum number of seats accessible from the low floor in its class, in either one or two door layout. You have a very simple, uncluttered mechanical layout and yet you are not penalising the passenger because very few have to climb the stairs to the

higher saloon level.' The overwhelming majority of low floor Pointers built have been on the Dart SLF although there have been examples on the Volvo B6LE, notably two batches for Citybus of Hong Kong.

New derivative

David Quanton commented, 'There has been an inexorable trend towards the longer vehicles and this has been accelerated by the need for accessible layouts which by definition have less seats. To that end Plaxton recognised some time ago that the 10.6 metre, which has become the most popular length, would also be under pressure because of the seat reduction resulting from accessible layouts. The awareness of this inevitable trend coupled with the real rising price of fuel to



The Pointer 2 smile.



On the right the existing Pointer SLF, on the left the softer, more rounded Pointer 2.

Vehicle Launch

the operator, and the more recent use of smaller engined large single decks, has given rise to a new derivative between Plaxton and Dennis which will be launched in September. Prototypes were completed in April and are currently on test.'

Export

The Pointer has already enjoyed a degree of export success with over 80 examples going to a number of East Asian operators and two to Malta. To date only right hand drive models have been built but Plaxton is more than willing to build left hand drive examples. David Quainton confirmed that, 'Building on our export success we will be looking at left hand drive markets.' He explained that while in some cases a traditional export sales approach would be adopted, there was also the opportunity to follow UK operators into Europe. He continued, 'One of the problems with the midibus is people understanding how to use it. This may have to be exercised by UK operators.'

Market leader

Splitting the single deck market into a midibus sector covering vehicles of 10 to 14 tonnes and a heavyweight sector of over 14 tonnes, David believes that, since the launch of Pointer in 1991, Plaxton has continually dominated the midibus sector. 'We had 36% in 1991 and since 1994, together with Northern Counties, it has been over 50% of the market. In 1996 Pointer alone had 55% of the market,' he claimed.

The midibus has been a spectacular success in Britain and the Plaxton Pointer Dennis Dart combination has outsold its competitors. 'Since the SLF was introduced in 1995 we have sold 1241,' said David Quainton, adding, 'Total Pointer sales to date are 3069 and the production line is currently running at 18 a week. In 1997 we will build 774 Pointers.'

Looking at Pointer's share of the UK midibus market David claimed that of 364 Dart SLFs registered in 1996, 77% were bodied by Plaxton. In the



The original Pointer was launched as recently as 1991, though it was then a Reeve Burgess product.

same year he calculates that there were 497 accessible midibuses registered of which almost 57% were Plaxtons. In the first six months of 1997, David believes that Plaxton's 344 Pointers represent 70% of the Dart SLFs registered in the UK. The order book for Pointer already extends through to March 1998.

Orders taken for the Pointer Dart SLF include: MTL (24 x 10.6m and a single 9.2m); Tellings (14 x 10.6m); Durham Travel Services (6 x 10.6m); Metrobus (5 x 10.0m) and Blue Bus, Horwich (3 x 10.6m). An order for 42 from Metroline is currently passing through the factory while FirstBus subsidiaries will take 273 during 1997. Export

orders include three for New Lantau Bus and a pair for Discovery Bay Transit Services.

Summary

Sales of the model have been one of the keys to the success of Plaxton in recent years, which isn't bad for a vehicle that started life not as the Plaxton Pointer but as the Reeve Burgess Pointer. Offered in 8.5m, 9.0m, 10.0m and 10.6m options with a few additional variants when specified, the Pointer has been built with one, two or three doors, and has been purchased by an impressive list of operators from all sectors.

Both of the leading die cast collectors model makers have chosen to produce versions of the Pointer which underlines the fact that it is perhaps the bus which best represents the vehicle of the 1990s. In introducing Pointer 2 Plaxton has added to its appeal from the viewpoint of both passenger and operator.

By Stuart Jones.

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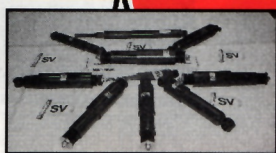


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Manufacturer Focus

Olympus to Atlanta

Olympus Coachcraft's new minicoach

Olympus Coachcraft of Manchester has come along way in the four and half years since Cyril Butcher and Geoff Collins started the business with just a £5,000 bank loan. If it's a name in van conversions which you are not immediately familiar with it is because Olympus tend to keep a low profile. The orders keep coming in through personal recommendation and repeat business from satisfied customers who know the two men's reputation for delivering a quality product. Since starting on their own they have moved to larger premises three times, doubling capacity each time and when B&CB visited in early July, £333,000 worth of orders were waiting for 1 August registration.

The partners have more than 25 years combined experience of building small coach conversions and decided to go their own way after both were made redundant following the collapse of Made-to-Measure. Cyril had originally joined Charles Dixon's firm at its inception in 1981, leaving in 1988 to work with his brother Ray at Economy Conversions. His skills as a craftsman were put to good use rebuilding, amongst other things, a Burlingham Seagull bodied AEC, an even rarer Plaxton bodied Bedford OB and a Duple Vista SB. These operated a vintage coach hire operation called Nostalgic Travel, set-up by the pair, before Cyril returned to Made-



The new Atlanta from Olympus on a 412D Sprinter.

to-Measure - which was just before it went into voluntary receivership.

When Cyril and Geoff started the business in 1993, Manchester was making its well publicised bid to hold the 2000 Olympics. The Olympus name seemed a good choice and it's one which has been built on since in marketing the company's products. The partners are quite happy to convert any van for a customer, whether it be Ford, LDV, Iveco or Renault. In fact their first job was a Talbot Express for the West Riding Stagecoach Company followed by a Renault T35D Master for Bruce Cherry's Back Roads Touring Company in London.

But the majority of work is on Mercedes, a product which both men clearly respect and enjoy working with. Vario conversions, offering up to 24 seats on the 612 and 614, are to be sold under the Marathon name, while the little Vito is called the Javelin. Keeping within the Olympic theme the 14 or 16 seat Sprinter has kept its name, but Olympus is now launching a new conversion on the 412D called the Atlanta, the chosen home of the 2000 Olympics, but more of that later.

A quality product

When the business was first established, three levels of standard conversion were

offered. Perhaps not too surprisingly, these were called Bronze, Silver and Gold depending on the level of specification. Cyril observed that the market has become increasingly sophisticated with operators looking to offer the kind of travelling environment their passengers would find in their own cars. This is particularly keenly felt in the minicoach sector and today Olympus finds that its Gold specification is treated by customers as the standard with many looking at ways of adding new features to meet specific needs. As Cyril says, 'We build what people want. If it's possible, we will do it,' and cites, as an example, two



The interior of the Atlanta with its Olympus designed tables and headrest covers.



Unrestricted viewing from the deep and long side windows.

Manufacturer Focus



Ollerton vintage van conversions are another aspect of the business. This is Olympus's own LDV.

Sprinters converted for Escort Coaches of Enfield which featured leather recliners, fridge, servery, hot and cold water, tv, video, fully ducted air-conditioning, blinds and spotlights above each seat position.

A sign at the entrance to Olympus's Temperance Street workshops sums up the company's philosophy with the words, 'Be proud to build a quality product.' Cyril estimates that 85% of business is now up-market conversions. For the past two and a half years plug doors with double seals have been offered by Olympus and have proved very popular with customers. 'Powered doors are what people want', said Cyril. He also has clear views on how disabled people should be treated. They want to be independent and not rely on help from others. 'We look at a vehicle conversion from a disabled person's point of view,' he asserted.

Olympus also has the rights to build the Ollerton vintage van conversions and the company's own LDV van is one of these. Although another was built for an outside customer, Cyril has no plans to build any more for the moment. Olympus is fully committed to minicoaches and it's what the partners enjoy doing best.

All of Olympus's conversions are built to PSV COIF standards. The Vehicle Inspectorate in the North West is now requiring converters to tilt test each production master vehicle conversion regardless of whether a competitor has already produced a vehicle based on the same type of van. This has led to some long days 'down south' for Cyril as production demands at Northern Counties in Wigan mean that its tilt equipment is

no longer available to outsiders. He expressed the hope that it's not just his region which is being singled out for special treatment.

The company's biggest order came last year and involved 20 LDVs, seating 16 and fitted with wheelchair



The Olympus way.

lifts, for TLS Vehicle Rental. Olympus were later asked by TLS to do work on some similar vehicles previously placed with another convertor and it is not the first or last time they have been called upon by a customer to rectify a competitor's indifferent workmanship. Regular customers don't just keep coming back for new vehicles. MCH Minibuses of Uxbridge, which has been a loyal customer since the early days, had one of its 410Ds in for some refurbishment when B&CB was visiting.

Estimated build time from vehicle receipt is between six and seven weeks. Nine builders and an apprentice



MCH is a good customer. This 410 was back for some refurbishment.

are joined by a part time seamstress who comes in two days a week. Cyril and Geoff were able to secure the services of three of the best staff made redundant at Made-to-Measure. Except at particularly busy times, each conversion is completed by just one craftsman. As well as helping to foster a pride in the job, it also gives the partners the chance to quality control and monitor the speed of work in progress. 'The lads know what is expected,' observed Cyril. If a job is completed on time then there is a bonus but any faults found later have to be rectified during the build time allotted on the next vehicle.

In build

Cyril's view is that it is important to be keen on price but not at the expense of quality. Luggage racks are made out of steel, not fibre glass, and are welded to the roof struts. Aluminium quad vents were used until they became unavailable and, much to Cyril's annoyance, he has had to make do with plastic ones. Securon three-point belts are fitted as standard and Grundig based AVT tv/video/PA systems are part of the Gold specification, as are fibre glass body skirts

and spoilers built to Olympus's own design. If air-conditioning is required, this is installed by the manufacturers at Temperance Street. Fibre-glass tables are again to Cyril and Geoff's own design and are highly polished to give an easy wipe surface, but it's probably the little touches that mark an Olympus conversion out. A back seat floor light which can be independently switched on and off by the driver if it's causing too much reflective glare at night is an example, as are the coved floor panels making it easy to mop out after a job. There are even soft trim covered flaps to protect the back side windows in boot conversions that are the full height of the interior.

All internal metal surfaces in an Olympus conversion are protected and acid etch primer is used so that paint will not scratch off after application. Maintaining and enhancing the residual strength of the original van is seen as very important. On a 612D conversion window pillar centre struts are made with 40x40mm boxed sections welded to high tensile steel rails, surrounded by plywood and finished on the outside with a grained finish plastic sheet.

Olympus was selected by the Transport Research Laboratory to take part in Government sponsored research into belted seats either bolted or fixed on tracking to the floor. Fitted with three Richards & Shaw M2 double seats and crash tested at 30mph, there was overwhelming evidence underpinning the advantages of using tracking to spread loads. Olympus was already committed to tracking and allowed an extra margin in its build specification over and above safe-



An offside rear view of the Atlanta.

Manufacturer Focus

ty regulations, but the findings did help the company upgrade these even further. On its Vario conversions the plywood floor is doubled in thickness. Another layer is then added to allow a sunken track made of aluminium to be inset and bolted through the floor, using high tensile bolts, to a steel subframe welded to the chassis bearers.

To Atlanta

The new Mercedes 412 Sprinter opened additional possibilities for minicoach converters. With a bigger 2.9 litre 120bhp engine, it packs plenty of punch on and off the motorway. Being 18 inches longer than the original 410, it offered a real prospect of overcoming the 'boot at the loss of seats' dilemma which had afflicted conversions based on its predecessor. The importance of a big boot is something that Olympus fully understand and has been underlined by working with clients such as MCH which is heavily involved in airport transfer work. The company also recognises that deep windows enhance the outer appearance of the vehicle as well as giving a sense of space inside, not an easy task when the modern passenger expects a big luxury coach environment in such a confined space.

In facing up to these challenges, Olympus has come up with the Atlanta which offers one and a half cubic metres of luggage space, 16 seats, two tables and superb views of the passing countryside. It also features new, attractively styled skirts, adaptable for the single rear wheel 312, which fit well with the bodywork and don't look as if they have been bolted on as an after-



Drinks machine and tv/video/PA come with this Vario.



An earlier Sprinter conversion with its smaller windows.



Olympus even convert the Mercedes Vito.

thought as sometimes appears to be the case.

The biggest problem facing Cyril and Geoff was the side windows. The 412 has a half inch bow in the side of the body, between the cant rail and about a foot above the waist rail, which can't be accommodated with flat glass if the window is to run the full depth. Deep bonded windows had proved popular on the bigger Vario conversions so the aim was to find a workable solution for the new Sprinter. The result is four standard curved window sections, two on the nearside, two on the offside, which are bonded and screwed to a steel frame. The windows are mounted within a strong welded steel frame, with double box section pillars, to maintain the structural integrity of the vehicle. The pillars are then covered by fibre glass panels. By utilising these windows to one standard specification, Olympus has managed to contain the cost of an item which might otherwise have proved to be disproportionately expensive to buy or replace.

On the offside, Olympus has fitted a standard Mercedes crew cab door to a fibre-glass body panel section of its own design. Although a

sensible solution, only a sliding door arrangement is available in the UK so the doors had to be sourced from abroad. The next Atlanta conversion, currently in build, will have a plug door on the nearside. It's what the market expects, although the drive arrangement on the Sprinter still does not allow space for the kind of user friendly step arrangement which Cyril would like to incorporate.

A bit of a boot

The boot possibilities of the new 412 are already being explored by a number of converters. With its first Atlanta, Olympus has shown that it is possible to have 16 seats, tables and a reasonable amount of boot space, something unthinkable with the old 410. As Cyril pointed out, capacity options can be tailored to individual customer needs, but by removing the tables the back seats can be moved forward by as much as two feet without any loss of seating capacity and thus offering substantial extra storage space. Access to the boot is via a single flap door about four feet in depth so care would be needed unloading in confined spaces. The area above the boot is panelled but Olympus would be happy to fit

a window if required. This has been done with the second Atlanta.

On entering the new minicoach, the immediate impression is one of space achieved through those big windows. The second is that you are sitting in a coachbuilt minicoach, not a van conversion, no small achievement bearing in mind the confined nature of the vehicle and the limitations imposed by maintaining its original structural integrity. Olympus did look at extending the windscreens but decided against it, not least because of the structural implications and the cost of fitting a non-standard screen. However the black window surrounds applied to the first vehicle mask the difference in depth with the side windows well.

Internally, soft trim and all the features you might expect from an Olympus Gold specification interior can be found. The head rest covers have been redesigned so that they can be fitted without restricting the three-point belts. Legroom between the seats on this 16 seater is adequate. The depth of the windows also allows for a neat, comfortable window ledge which adds to the clean lines of the interior.

Olympus Coachcraft has put a lot of work into producing a vehicle which lives up to the company's established quality name. The Atlanta had only been COIF tested a few days prior to B&CB's visit in July, and had been seen by just one or two customers, yet it had already attracted two confirmed orders. With its big windows, ample boot space and quality interior trim it shows every sign of attracting many more.

By Andy Izatt



An LDV conversion at Temperance Street.

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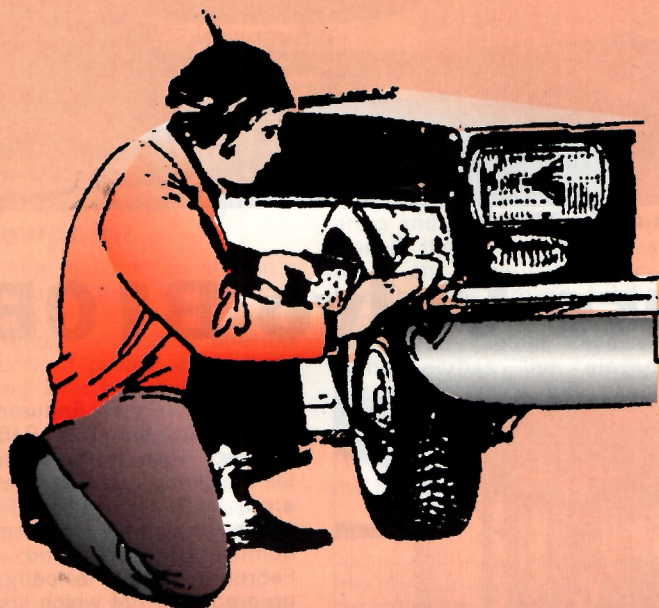
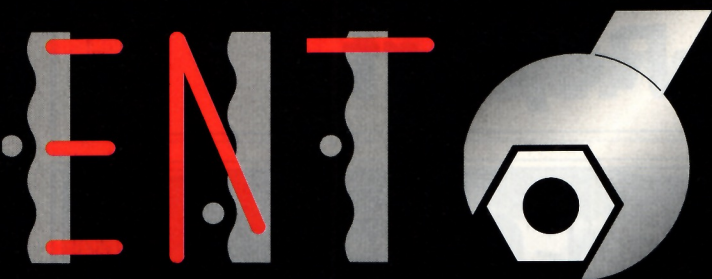
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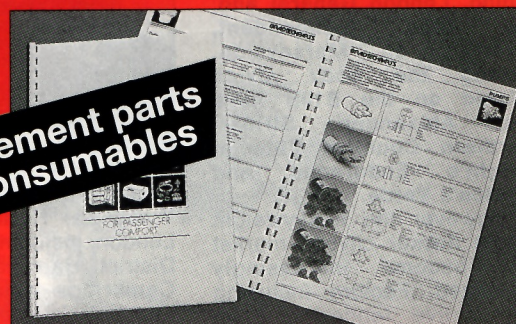
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In Service Report



Sovereign's P registered B10B takes over from a Leyland Lynx on the 734.

Wright Endurance Volvo B10B

Volvo's B10B chassis was launched in the UK in 1992. At the time it was seen as a replacement for the Leyland Lynx as Volvo consolidated its position in the UK following its decision to close the Workington factory where the Lynx, and earlier the National, had been built. The new chassis quickly attracted orders from Yorkshire Rider, West Riding, London General and, then then independent, Liverbus on Merseyside. Among the body styles offered on the B10B have been Alexander's Strider, Northern Counties Paladin, Wright's Endurance and Plaxton's Verde.

However the heavyweight single decker citybus market has become increasingly squeezed. Factors including competitive tendering have led to many operators favouring cheaper alternatives such as the Dennis Dart and Optare Excel while the requirement for a fully low floor bus seems to grow all the time. Yet the B10B has carved out a niche in the market, not least with a major order from Travel West Midlands, although TWM chose to switch part of this to the low floor B10L and has since ordered B10BLE in preference to B10B.

Going Wright

B&CB has been down to Stevenage, headquarters of Sovereign Bus & Coach, to find out what both operator and passenger's think of the B10B in service. Sovereign is part of Blazefield Holdings



The interior of Sovereign's newest B10B.

which has interests in Yorkshire, Hertfordshire and London including Keighley & District, Harrogate & District, Cambridge Coach Services and Yorkshire Coastliner. Early deliveries of the B10B to the group carried Alexander bodies, but managing director Stuart Wilde was particularly impressed with the styling of the Alusuisse based Wright Endurance. 'They are timeless like a Van Hool coach body,' he commented.

It is now the Blazefield standard bus with some twenty five Wright bodied examples in service around the group. In the north Yorkshire Coastliner has six, Keighley five, while a further three work for Harrogate and District on its trunk 36 service into Leeds. More are expected. Next year three are likely to be added to the route 36 allocation in Yorkshire while ten of Volvo's new B10BLE low floor derivative, with

Wright bodies are planned for Keighley.

Stuart Wilde observed that across the group feedback from passengers has been good and this has been reflected in improved passenger loadings. Keighley & District carried out a survey on its routes showing an eight per cent increase in loadings but passengers also commented on the lack of legroom and so buses in the Yorkshire town have been down-seated to 47, something which may well become a feature of new deliveries.

Sovereign's allocation

The balance of the current stock is with Sovereign in Hertfordshire. When its turn came for investment on principle service 300 between Stevenage and Hemel Hempstead via Welwyn Garden City, Stuart Wilde

specified Wright's Endurance bodies for the five B10Bs ordered. They were the first for the group and were delivered in March 1995. Five more, including a former demonstrator, arrived in February 1996 principally to up grade the 734 which starts at Hitchin but shadows much of the 300 to Hemel Hempstead. The Leyland Lynxes replaced were cascaded on to secondary routes allowing older Leyland Nationals to be withdrawn. A single Wright bodied B10B was taken in February this year for Hertfordshire County Council tendered service 384. Virtually all Sovereign's daytime mileage is commercial but the 384 is a notable exception running between Stevenage and Hertford via the villages of Benington and Sacombe before reaching Ware.

B10B power comes from Volvo's THD103 9.6 litre engine driving through a ZF 4HP500 automatic gearbox. The initial batch and the one off bought this year are licensed to seat 49 with 24 standing, while the second five seat an additional two passengers. The 1995 batch are fitted with Callow & Maddox Urban 6 dual-purpose seating with Holdsworth Graffiti moquette to reflect their use on inter urban duties while the 1997 bus for the 384 has conventional bus seating. Those bought in 1996 came from stock and have individual moulded seats with different moquette for each vehicle.

In Service Report



Dino Dallarís.

An engineering viewpoint

John Joslin, Sovereign's engineering director, describes the Volvo B10Bs as 'splendid vehicles' offering 'plenty of power' as well as being 'ever so reliable', sentiments echoed by one of his fitters, John Thrussell who started with London Country back in the 1970s. He described the B10Bs as the 'best buses we have had ever to work on. You can't fault the engine or the gearbox.' Familiarity with the established Volvo B10M and power unit has helped and most of the problems that have arisen with the B10B have been niggling electrical ones. For example, the dash light signi-

fying that the air bag for lowering and raising the suspension at the front some times stays on, while emergency buzzers have proved a little unpredictable at times. Fuses also need regular replacement, across the eleven buses emergency door fuses have had to be replaced more than 40 times, and the positioning varies depending on the bus.

The B10B has Z-Cam brakes all round and this combined with the retarder has meant that wear has been surprisingly light with, in some cases, as much as half of the lining still intact on buses from the first batch. None of the B10Bs have had to have their brakes relined. The chassis are showing no



Regulars on the 300. The side mounted bell push is popular with passengers.

sign of stress although there are signs of wear on the track rod ends. The air-suspension copes well, even with the speed humps so beloved of local councils but are an engineering nightmare for a bus operator.

The B10Bs return an average seven miles to the gallon compared with nine for B10Ms and eight for the Lynxes. They are serviced, like the rest of the fleet, on a monthly basis. A smoke check on the newest bus delivered this year, with its Euro 2 engine, produced a reading of only 0.29. John Joslin is happy with the support he is getting from the manufacturers, especially now that Wright has developed its dis-

tribution in mainland Britain. Duffields at Cambridge and Enfield deal with Volvo's distribution and any warranty work which may be required including, in one case, dealing with an overheating gearbox. When the new buses were first delivered Duffields and Sovereign talked through the likely parts requirements and this has ensured a ready stock which can be drawn on.

A significant cost which John Thrussell commented on was repairing vandalism particularly to the seats. It seemed to make no difference as to the type of seat, the culprits show no respect for any of them, although damage is limited to certain routes, particularly school journeys.



As well as dual purpose seating for inter urban work this B10B carries 300 route branding.

In Service Report

Drivers' views

Sovereign's drivers are qualified to handle all vehicle types in the fleet. Dino Dallaris has been driving buses with Sovereign for around eight years having learned to drive with the company. A man who clearly enjoys his work, including dealing with passengers, he spoke very highly of the B10Bs describing them as his favourite type of bus. Dino was behind the wheel of the company's newest B10B which is normally allocated to the 384 but was putting in a turn on the 734 for B&CB's benefit. It differs from the others in having conventional moquette bus seats, roof vents and a drivers phone. 'Its got speed,' he said, 'and excellent suspension. The braking system is excellent if you do it properly. Braking does take a little getting used to but does allow smooth braking,' he said.

The driver's seat came in for high praise as being very comfortable and adjustable. Working a full shift behind the wheel of one of the B10Bs was a 'delight' although Dino did think that some of the seats might be a bit hard for the passengers. He commented on the lack of body rattle and was also very complementary about the positioning of the vehicles controls with everything easily to hand. The verdict for Dino was that the B10B was a 'driver's bus.'

Tony Saunders has been with Sovereign for just three months, having started his bus driving career with MTL in London. He was driving one of the first batch of B10Bs with dual purpose seating and confirmed many of Dino's observations on the controls and smooth ride although he was less comfortable with the braking system. 'You don't feel 100% that the bus is going to stop,' he said but added that additional pressure on the pedal led to the bus stopping very smartly. John Joslin, Sovereign's engineering director, confirmed that Volvo was aware of the problem. Blazefield was also carrying out experiments in one of its northern companies to overcome what feels to the driver to be a gap between the retarder and brakes kicking in.

Both drivers commented on the advantages of the lowering front suspension. Tony observed that it was particu-



One of the Wright bodied Volvo B10Bs allocated to Harrogate & District for the 36 Ripon-Leeds.

larly useful in St Albans while Dino highlighted its popularity with passengers. 'They will remind you to lower it if you forget', he said with a smile. Sovereign's inter urban routes are exactly that, often passing through open countryside between towns so the potential of fully low floor buses can't really be realised. There is no doubt from the



One of the first batch of Wright bodied B10Bs loads at Welwyn Garden City.

passenger reactions B&CB noted that they appreciate the two step layout and wide entrance on the B10Bs. One was clearly delighted with the lowering front suspension.



The entrance area of one of Sovereign's first B10Bs

For her it made all the difference. She was not keen on buses where she had to get up three steps to reach the driver.

Regulars

Talking to passengers on

the 734 to, and 300 back from Welwyn Garden City, showed that they were, on the whole, a contented bunch. A gentleman I spoke too had been travelling between Stevenage and Welwyn for 50 years and still made the trip two or three times a week. He liked the seats on Sovereign's newest B10B but felt they were a bit hard on some of the older ones. He also felt that there was not too much legroom on the near-side row of seats although particularly liked those facing each other behind the front offside wheel arch. Highest praise was kept for the handy bell push located under the window here and similarly by the first set of seats on the nearside. Notably he said that he was more than happy to take a seat towards the back of the vehicle with neither the ride quality or step representing an obstacle to this.

A couple on the return journey from Welwyn Garden City to Stevenage liked the dual-purpose seats of one of

the first batch of B10Bs which we were travelling in. 'It marks out your seat,' said one. On their outward journey they had had to ask some other passengers who had been spralled all over the seats preventing them from sitting down to move over.

The individual seat mouldings had helped. They, like several others, commented on the smooth ride quality and never felt that they were going to be thrown about. Again they felt happy about using seats nearer the rear, even in preference to ones at the front which faced towards the back of the bus. They felt that legroom was a bit tight with some of the seats 'compared to the old ones.' When asked if they would mind standing on the bus, they suggested that they might even prefer to wait for the next one rather than have to do this. Their view was that Sovereign provided a good frequency on the service. The passengers I talked to seemed happy with the ventilation in the bus and had no fears about using the window hoppers. They open and close easily enough mentioned one.

Verdict

John Copping, Sovereign's schedules and planning manager, takes a keen interest in the company's buses and tests demonstrators and new arrivals. He summed up the popularity of the Wright Endurance Volvo B10B combination at Stevenage. 'Feedback from the drivers was very favourable,' he said. The company did look at other demonstrators but the B10Bs were a, 'reliable, proven, known product' and 'we know Volvo. The Wright body is smart and visually appealing,' while the 'engine, gearbox combination is very impressive, very smooth like a car.' If there was a quibble it was that sensation in the braking system. 'In a sense it is that last refinement that is missing,' he observed.

To some extent the Volvo B10B has been overshadowed by the swing to midibuses and the low floor revolution, but with Wright bodywork, it is a bus that has earned the respect of Blazefield Holdings which specialises in providing quality packages on key corridors. Volvo has combined the driveline package from the B10B with the low floor front independent suspension of the B10L to produce the B10BLE and this chassis looks likely to win most of the orders that might once have gone to the B10B - it certainly has the credentials to make it popular with existing B10B customers.

By Andy Izatt

Fleet Additions



A tow bar and the relevant electrics have been fitted on this Toyota Optimo IV recently delivered to North Fife Travel of Strathkinness, Fife, making it capable of towing a luggage trailer. It is a 21 seat coach with courier seat, full draw curtains, tinted windows and a power entrance door and was supplied by Salvador Caetano UK.



Autobus converts very few LDV based vehicles and is more noted for both coach-built and converted Mercedes based coaches. An exception to the general rule is this pair of LDV Convoys, which have been equipped with 16 coach seats and supplied to Hounslow Mini Coaches through Carriageways.



The second Van Hool Alizee HE bodied Volvo B10M GL to be supplied to Galvins Dunmanway of County Cork for the 1997 season is this vehicle. Pictured at the premises of Moseley (PCV) prior to delivery, it features 53 Labellux recliners, a Webasto pre-heater, and, unusually, an additional nearside manual entrance door ahead of the rear axle.



A double first for Cedric's Coaches of Wivenhoe, Essex is this Berkhof Axial bodied Javelin GX, which is the first vehicle example of either model purchased by the company. Purchased for use on UK and European tour work it is equipped with 51 Vogel Eco30 recliners, Suttrak air conditioning, a Bradtech fridge and hot water boiler, sunken toilet and video system.

The first job for this R registered Van Hool Alizee bodied B9M was to carry the guests to the wedding of one of the proprietors. Sue Searle, née Thirlwell, tied the knot with Steven, 80 years after grandfather John Thirlwell had expanded his taxi business to take in charabanc operation. Sue and brothers John and Ian are the third generation of this family business which operates eight coaches from premises in Swalwell, Gateshead, and claims to be the oldest established coach operator on Gateshead. The new 10 metre coach seats 38 and has a nearside rear floor mounted toilet. It was purchased for the company's own UK holiday tour and excursion programme and will also be used on private hire work. It was supplied by Moseley (PCV) Ltd of Pontefract.



Double celebration



Third RH2000 for Wings

Wings Luxury Travel has recently taken delivery of its third Robin Hood Vehicle Industries RH2000 minicoach. It is equipped with 25 recliners, a plug type entrance door, courier seat, Purmo heating deep tinted windows and a large boot. Wings opted for the full fibreglass bonneted front rather than the lift up option.



Gordons Premiere trio

Gordons Coaches of Rotherham have taken delivery of three different models from Plaxton's Premiere range this season, all of them supplied by Kirkby Coach & Bus. Smallest of the trio is a 10.0 metre Dennis Javelin Premiere 320, which will be down-seated from 43 seats to 35 and converted to executive specification. Gordons has also taken two 12 metre Premieres mounted on Volvo B10M chassis, a 57 seat 320 model and a 350 equipped with 49 recliners, a toilet, drinks machine and video. Director, David Gordon, commented, 'Most years we aim to buy modern second-hand coaches, one or two years old. However this year the combination of keen prices from Kirkby and low interest rates made the purchase of three new coaches an attractive proposition.'



Atlantic Nouvelles

Atlantic Executive Travel of Heywood, Manchester, has a policy of buying new mid-coaches for use exclusively on corporate hire work and airport/coach transfers. The latest additions are two Mercedes Benz 814D chassis with coachbuilt Autobus Nouvelle bodies. One seats 29 and the other 33 and both were supplied by Connaught PSV Sales.

Fleet Additions



Tates Coaches of Markyate, Hertfordshire, is one of many operators celebrating 50 years in business during 1997 as special logos on the side of its latest acquisition testify. The coach in question is a 3.35 metre high Caetano Algarve II on a Dennis Javelin GX chassis. Supplied by Salvador Caetano UK, it has 53 recliners, a courier seat, a full height rear continental door, tinted double glazed side windows and a Blaupunkt stereo radio/PA/cassette system.



The second Irizar Century for Dereham, Norfolk based Euroview Coaches, is this K113CRB which is to standard Century specification including air conditioning. Supplied by Scania Bus & Coach UK Ltd, it joins an M registered coach on the company's own Continental tour programme, becoming the flagship of Dennis Reeve's six vehicle fleet.

Pemico Travel of London has taken its biggest ever delivery of new vehicles replacing all of its existing large coaches with a fleet of ten brand new Plaxton Excalibur bodied Javelin GXs. They are the first Javelins to feature the new centre sunken toilet and continental door layout and all also have air conditioning. They were supplied by Kirkby Coach & Bus.

Pemico's David Roff commented, 'We decided this year that it would be a lot easier for us and for our customers if all of our big coaches were the same, so we took the plunge and ordered ten identical Javelin GXs. By having them all to the same specification we can allocate any coach to any job. Standardisation on one type also brings benefits in minimising the variety of spare parts you need to keep.'



Hylton & Dawson of Glenfield near Leicester has gone to Kirkby Coach & Bus for its first new coach since 1990. It is a Plaxton Premiere 320 bodied Dennis Javelin, the company's first Plaxton for some time and only its second Javelin, the fleet having been made up of Duple bodied Bedfords for many years. 'We have been very pleased with our first Javelin, and based on our experience with it had no hesitation in buying another,' said proprietor, Adrian Hylton whose grandfather started the business in 1923. The coach is a 53 seater with a nearside saloon mounted toilet and will be used mainly on holiday trips to Torquay.



Chelmsford Varios

Among the first buses to have the new standard FirstBus interior, designed after extensive consultation with passengers, are a batch of eight Plaxton Beaver 2 bodied Mercedes Benz Vario minibuses placed in service on Chelmsford town services by Eastern National. Part of the current FirstBus order for over 200 Beaver 2s, the vehicles have 27 seats and replace 19 seat Mercedes Benz 608Ds.



Prestige Optimo IV

Prestige Tours of Glasgow is another customer for the Toyota Optimo IV minicoach which combines Salvador Caetano coachwork and the Toyota Coaster PSV chassis. It has selected an 18 seat vehicle equipped with air conditioning, courier seat, tinted windows, full draw curtains, and a Blaupunkt stereo radio/PA/cassette system. The minicoach was supplied by Salvador Caetano UK Ltd.

FORECOURT

**1985 C VOLVO B9M
PLAXTON PARAMOUNT 3200**
43 seaters,
choice of 3

**1988 F VOLVO B9M
PLAXTON PARAMOUNT 3200**
35 reclining seats,
choice of 4

**Tel:
01494 716996**

421/3314/FC



1988 VOLVO NEOPLAN SKYLINER

75 seats, 3 monitors and video,
toilet and servery in nice order,
taxed and tested
£65,000

TEL: 01502 717579

421/3317/FC

1986 LEYLAND TIGER DOYAN,
toilet, TV, video, coffee machine,
new clutch and gearbox, full
repaint, tax and test.....

£19,500 for quick sale
J REG LEYLAND DAF, 16
seater, Henderson hiway tail-
lift, 3 point seat belts, full w/chair
tracking, Crystal Conversion, front
entrance, tax and tested....£5,500

E REG FORD TRANSIT, petrol
engine, taxed and tested...£2,500

H REG MERCEDES 208, taxed
and tested, 8 seater£4,500

**TEL: 01484 454040
or 07050 208060**

421/3318/FC



37 SEATER LUXURY COACH LEYLAND SWIFT

1989 F Registration TAXED AND TESTED, 150hp,
CUMMINS, 5 SPEED GEARBOX, Re-panelled, re-
painted, plain white, re-trimmed, fully seat belted,
power door, large boot, 6 new tyres, fully refurbished

£27,995 plus VAT ONO
Tel: 016973 71431
CUMBRIA
ANY INSPECTION WELCOME

421/3320/FC

1989 VOLVO B10M PLAXTON 3200

Low driver, 50 reclining
seats, continental door,
taxed and tested

£50,000

JOHN JOSLIN

**TEL: 01438
746066**

421/3327/FC



1988 VOLVO B10M AUTO DUPLÉ 340

55 reclining seats, double glazed,
rear o/s continental door,
auto reel, seatbelts,
long MoT's, choice of three
£49,950 + VAT EACH

HUTCHISON COACHES - 01698 372132



1989 VOLVO B10M AUTO DUPLÉ 320

59 seats and 8 standees, re-pan-
elled and full re-spray, double
glazed, treadmaster flooring, long
MoT's, choice of two

£54,950 + VAT EACH

421/349/FC

TIGER,
Berkhof body,
53 seaters

JAVELINS,
Duple 320,
53/57 seaters

**01974
202495**

421/3420/FC

1986 JONCKHEERE P99, on a DAF
SBR 290, 71 recliners - remounted,
toilet, fridge, video, seatbelts, new MoT,
hot water boiler, in very good condition,
radio PA system£45,000 PLUS VAT

1994 BOVA FHD 12-340 FUTURA, 63
recliners with centre sunken toilet, a
special build from Bova V1010, hot
water boiler, fridge, curtains, double
glazed, extra large fuel tank, seatbelts,
adjustable steering wheel, additional
luggage compartment, drivers sleeping
berth, suspension, drivers seat with arm
rests, fully carpeted, drivers and couri-
ers fans, a top of the range coach with
a new MoT, centre continental door.....
£110,000 PLUS VAT

TEL: 01354 692504

421/415/FC

VEHICLES & COACH BUSINESS FOR SALE

1978 FORD TRANSIT, 12 str, MoT 05/12/97

1980 BEDFORD YMT PLAX SUP IV EXPRESS, (53), MoT 16/05/98

1980 AEC 760 VAN HOOL ARAGON, (53), MoT 04/06/98

1981 BEDFORD YMPS PLAX SUP IV, (35), MoT 16/10/97

1985 LEYLAND TIGER 245 DUPLÉ LASER II, (53), MoT 27/08/98

1987 BEDFORD YNT PLAX PARAMOUNT 3200, (53), MoT 25/04/98

1982 SETRA 5215HD, 49 seater, new moquette to seats etc, MoT 04/03/98

1983 LEYLAND TIGER 245 NYD PLAX PARA 3500, retrimmed inside, 48

+ courier, MoT 16/09/97

1986 VOLVO B10M PLAX PARA 3500, toilet, retrimmed inside, 51 + couri-
er, MoT 09/05/98

1983 LEYLAND 245 ZF DUPLÉ CARIBBEAN, 55 str, MoT 13/03/98

All fitted with lap seat belts

Some spares and equipment available

Tel: 01293 546219

421/3339/FC

1982 VOLVO B58 SUPREME 5,
MoT March 98, seat belts fitted....
£12,000

1981 BEDFORD YNT SUPREME
4, new MoT, recent trim, ZF gear-
box.....£5,500

1982 CUMMINS POWERED YNT
SUPREME 5, MoT April 98, seat
belts fitted.....£10,000

1987 DAF SB2305 PARA-
MOUNT 3, low drive, belts fitted,
MoT Nov 97.....£37,000

1989 MERCEDES 709, Robin
Hood Bus, 29.STR, belts fitted,
MoT June 98.....£14,000

Tel 01985 213503

421/409/FC

1996 DENNIS MARCO
POLO, 51 full Executive,
air/con, Telma

1994 DENNIS PLAXTON
320, 51 full Executive

1990 DAF DUPLÉ 340,
53 full Executive, 2 x TVs

1989 DAF CAETANO, 49
Full Executive

**ALL ABOVE IN EXCELLENT
CONDITION**

NEW MOT IF REQUIRED

P/X CONSIDERED

(01905) 820201

421/443/FC

1989 DUPLÉ 425

Cummins L10, 57
seats

1984 LEYLAND ROYAL TIGER

Doyen, 46 seats

LONDON & COUNTRY

Tel: 01737 240501

421/337/FC

1987 MERCEDES 0303 P.P 49

RECLINERS & COURIER,
Centre toilet, centre con door, dou-
ble glazed, carpet, Webasto, air
cond, low mileage, excellent con-
dition, MoT 9/6/98

1984 MERCEDES
JONCKHEERE P.P 38
RECLINERS & COURIER
Two tables, rear full kitchen, toi-
let, centre con door, double
glazed, carpet, 4 kw generator,
MoT Aug 98

TELEPHONE:

01656 720182/720300

PART EXCHANGE CONSIDERED

421/339/FC

1985 SALVADOR CAETANO
VOLVO B10M, Low floor 48 reclin-
ing seats with WC, drinks facility
and wired for video, in good condi-
tion with MoT certificate

1987 DUPLÉ 340 HIGH FLOOR
DAF MB230, mid engine, six speed
splitter gearbox, 53 reclining seats,
WC and drinks machine, double
glazed Webasto heating. In good
condition with MoT certificate

Both vehicles owned from new.
Never used on shuttle or express
service

**TEL: MIDDLEWICH, CHESHIRE
01606 832343**

421/3405/FC

1989 F TALBOT EXPRESS, Diesel, 12 seats minibus, seatbelts, full test£3000

1981 W PLAXTON SUPREME IV, Turbo Bedford ZF, 6 speed gearbox, P.door, good
condition£4600

1977 S BEDFORD PJK, 29 seater Plaxton Supreme, Mark IV front, P.door, 11 months
MoT, immaculate for year£4500

1980 BRISTOL VR, ECW low bridge, 74 seater, Gardner Engine.....£4150

THIS IS THE ONE YOU WANT

1982 BEDFORD DUPLÉ DOMINANT, Service bus, 63 seats, yes 63 seats, immacu-
late condition, taxed and tested£7500

1981 W LEYLAND LEOPARD PLAXTON SUPREME IV, Express doors, in need
of tender loving care.....£2200

ANY REASONABLE OFFER ON THE ABOVE CONSIDERED

TEL: 01652 648628

421/72/FC

FORECOURT

1996 MERCEDES 609D MIDI COACH, 24 seater with Crystal conversion, drop well large boot, all white, name headboard, radio/stereo, 70,000km, seat belts, taxed & tested
1985 53 SEATER DUPE LAZER BEDFORD 500 TURBO (New engine), recently repainted two pack white & retrimmed, Webasto heater, radio/stereo & PA, seat belts, taxed & tested
1982 DAF BOVA EUROPA, 53 seater coach & courier, painted two pack white, new seats, TV, video, radio/stereo & PA, seat belts, air suspension, taxed & tested. POA
Tel: 016487 37956
Northern Ireland
421/445/FC

W REG VOLVO B58 PLAXTON, 53 seats.....POA
A REG DAF MB200 CARIBBEAN, 50 seats.....POA
A REG BOVA CALYPSO, 50 seats.....POA
1983 LAG GALAXY, 46 seats, toilet and servery.....POA
1986 LEYLAND TIGER, Plaxton 3500 body, 49 seats, toilet.....POA
1990 MERCEDES 709, 27 seater, tail-lift, re-upholstered.....POA
All vehicles with long MoT's
Tel: 01443 832101
421/3336/FC

2 x 1988 OPTARE CITYPACERS

12 seats, 3 wheelchair spaces, Henderson tail lift, MoT Jan - Feb '98, engines need attention

£1,500 the pair
Tel: 0181 960 5559
421/3338/FC

28 SEAT ALGARVE

Rear engined Iveco, courier plus radio/PA, fitted telephone. Test KLMS on rebuilt engine, new clutch, re-conditioned gearbox (12 months warranty), upgraded alternator (under warranty), recent discs and pads, MoT 10/4/98
 Excellent all round condition, records for last 4 years

SALE DUE TO CONTRACT INCREASE IN SEATING REQUIREMENT
£19,750 ono + VAT
01295 273338
421/3342/FC

1994 LEYLAND DAF 400, Crystals, 16 seats, low mileage, excellent condition, tested May '98.....£13,000
1987 (E) BEDFORD YMP, 9.5 metre Plaxton, 43 seats, tested August '98.....£23,000
1987 LEYLAND TIGER 260 DUPE 340, 53 seats, toilet, tested Jan '98.....£30,000
1982 LEYLAND TIGER PLAXTON, 53 seats, tested March '98.....£11,000
Tel: 01409 221237 (Anytime)
Carmel Coaches (Devon)
421/3343/FC

G & M COACHWORK

Specialist Conversions
Newton Abbot, Devon

LD 400 HI-ROOF 1994 M TURBO DIESEL, power steering, new high specification, G and M conversion, front entrance with low step, 16 hi-back seats, full seat belts, luggage racks, side skirts, heater, tinted windows, new CIF and MoT, available August.....£15,500

1989 G FREIGHT ROVER 20 SEAT SERVICE BUS, Carlyle MkII body, seatbelts, resprayed, long test.....£5,500

LEYLAND DAF 400, 1989 F, 16 seat, PCV, front entrance, high back moquette seats, seat belts, luggage racks, Peugeot diesel, resprayed white.....£5,250 + VAT

IVECO 49.10 20 SEAT PCV 1988, Mellor bodywork, 20/2 wheelchair spaces, full seatbelts on all seats, Henderson Hideaway under-floor lift, electric powerdoor, excellent condition.....£8,250

FREIGHT ROVER 350, 16 seat + Henderson underfloor lift, 16 seats or 8 seats 3 wheelchairs, low entrance steps, full seat belts, very tidy, new MoT, new respray.....£5,000 + VAT

PEUGEOT BOXER, wheelchair accessible conversion, 1995 'M' diesel, power steering, new G.M conversion, 9 seats or 6 seats + 2 wheelchairs, Ricon electric lift, side step.....£12,500 + VAT

Tel: 01803 812260 Days
01803 812291 Eves
421/3430/FC

1996 (M) DENNIS MARCOPOLLO, 51R seats, toilet, drinks, air conditioning long MoT, Telma, fridge, TV/Video, very clean economical, full spec coach.....POA

1988 NEOPLAN SKYLINER, 75 R seats, toilet/washroom, servery, video, Telma, Webasto, replacement engine August '96, good condition.....£57,500 ono

Part ex considered on either

APT TRAVEL

Essex

Tel: 01268 783878
421/418/FC

1982 VAN HOOL ACRON (MAN ENGINE), all in white, exceptional condition, centre toilet/monitor/fridge, 48 reclining seats in red moquette/black gangway, Ferry lift, (full engine recon (12 months) new brakes), Telma, tested to April 1998.....£25,000 ono

1989 (F) FORD TRANSIT, 2000cc petrol, 11 seat, PSV, tested, seat belts, 5 speed (in daily use).....£2,200 ono

Poss part/ex for 53 seater (heavy weight)

01824 750 698

North Wales
421/3326/FC



1996 LDV "CONVOY"

17 seat factory minibus, turbo diesel, high top, LWB, in white, under 10,000 miles!
 Immaculate
£15,950 + VAT
Tel: JAYCAS MINIBUS SALES
01772 321 491
421/3408/FC

M MAZDA 1994 E2200 DIESEL, 8 seat taxibus, full soft trim, 3 point belts, wheelchair access, 1 owner, full history, absolutely immaculate.....£8,750 no VAT
H TRANSIT 190 1991, 14 seat or 9 + 2 wheelchairs, full soft trim, 3 point belts, tail-lift absolutely unmarked interior and exterior, the best available.....£6,750 + VAT

G BEDFORD MIDI 1990, 10 seat petrol, fully belted, unmarked bodywork and interior, new radiator, etc.....£3,750 + VAT

GLEN TRAVEL

01356 648666
(Scotland)
421/3410/FC

FOR SALE DUE TO RETIREMENT

1983 DAF SB 2300 Jonckheere Jubilee P599, MoT 29/8/97, 53 seats, reconditioned gearbox under warranty.....£22,000
1979 DAF MB 200 PLAXTON SUPREME 4, PP, 57 seats.....£7,500
1981 BEDFORD YNT, Dominant 2, full MoT, 53 seats, reconditioned gearbox under warranty.....£6,500
1979 BEDFORD YMT Dominant 2, taxed plus MoT 22/11/97, 53 seats, blue engine.....£2,500
1981 FORD DOMINANT II.....£2,500
1980 FORD PLAXTON SUPREME IV.....£2,000

ALL PRICES + VAT
01327 260388
421/3424/FC

1989 VAN HOOL/CUMMINS, full executive, 51R seats, toilet, video, PA, hot drinks, fridge, Telma, Webasto, MoT April '98.....£74,000 + VAT

1988 PLAXTON VOLVO/B10M, full executive, 51R, toilet, video, PA, hot drinks, full MoT....£69,500 + VAT

1986 NEOPLAN/VOLVO, full executive, 73R, MoT May '98.....£69,750 + VAT

1985 NEOPLAN/MERCEDES, 77 seater, May MoT.....£51,750 + VAT

Tel: 0117 9314 340
421/990/FC

FOR SALE DUE TO CONTRACT CHANGES

1991 J TRANSIT Di, 14 seater with tail-lift, PSV tested.....£10,500
1988 F RENAULT S56, auto with new shape Northern Counties 27 seat bus body.....£4,500
1986 D SHERPA DORMOBILE, 20 seat bus with Isuzu diesel.....£2,450
1986 D LEYLAND LYNX, 51 seat buses, 2 x Gardner, 6LXCT 1 TL11, all semi-auto.....£27,000 each
1985 B NEOPLAN SKYLINER V10, manual, 77 seater, lap belts, useful coach.....£29,950
1984 A DENNIS LANCET ALEXANDER, aluminium framed, 53 seat buses, mid-mounted Perkins V8 auto, very solid vehicles. Choice of 2.....£7,000 each
1983 Y MAN 8.136 Reeve Burgess, 28 seat coach, power door, belts, all white and very tidy.....£3,750
1980 V BRISTOL VR, Gardner ECW lowbridge deckers. Choice of 3, one with high-back seats.....£6,000 each
1974 M BRISTOL VR, series 2, Gardner ECW 77 seater. No power steering, but MoT December. Useful at.....£1,750
1995 M FIESTA COURIER DIESEL VAN, white, unlettered, very tidy.....£4,200

All vehicles are straight from service with current MoT. All + VAT

0831 234616/01761 415456

Bristol area
421/3333/FC

1986 ROYAL TIGER DOYEN

Leyland 260 engine, 53 seater, MoT March '98
£19,500
 P/x considered
2,000 GALLON DIESEL TANK
Offers

BROOMWADE TWIN COMPRESSOR

3 phase motor and receiver, good-working order
Offers

LB TRAVEL - KETTERING, NORTHANTS

01536 791066
421/3413/FC

1980 53 SEATER COACH BEDFORD 500 TURBO

Tested to May '98, very clean inside and out
£4,500 ono

16 SEATER FORD TRANSIT 1984

Tested to September '97
OPEN TO OFFERS
01260 273744
421/3414/FC



IVECO/CARLYLE 25STS

89 (F) Silver/blue metallic
 125,000 miles, good inside, outside and underside. Recent in house engine rebuild. Reluctant sale by owner driver. Do your yourself a favour and save thousands on daft dealer prices!
£4,500 ono + VAT
TYNESIDE
(0191) 4692988
421/433/FC

FORECOURT

1985 FORD 35 SEATER TURBO

Owner driver, livery metallic blue and gold, new engine, fitted 1995, all usual extras, in superb condition for year, new MoT July 30 '97

£18,500

**RING
M & E COACHES**

01932 244664

(Surrey)

421/3415/FC

81 W BEDFORD YMPs 35 seats, Dom IV 8mtr, 500 engine, double glazed, seat belts, test till Dec '97
£7,500 + VAT

88 E FREIGHTROVER ISUZU, 20 seat service bus, re-engined by ourselves, new test various available
£4,000 + VAT

LEYLAND TIGER 1981 PLAXTON SUPREME V 245, semi-automatic, 50 reclining seats with seat belts, test till 4/98, average condition
£11,000 + VAT

Part Exchange suffered

01684 292108

421/450/FC

DAF JONCKHEERE BERMUDA

11,600cc mid engine, 49 r/seats + courier, toilet, TV/video, hot drinks, curtains, carpets, PA system, very clean coach

£16,500 + VAT ONO

TOYOTA OPTIMO 1987 'D' TV/video, Webasto, tea machine, fridge, retarder 21 seat + courier, seat belts, very low mileage, new clutch & gearbox

£14,500 + VAT ONO

01228 810387 Office Hours

421/3431/FC

1988 VOLVO B10M GLE Intercooler, 12 speed, 53 seats, toilet, full exec, Suttrak air cond

1983 VOLVO B10M DUPLÉ CARIBBEAN

51 seats plus toilet, very clean and tidy

Offers around
£21,950

1987 MERCEDES 307D

12 seater minibus, 3 point belts
£3,950

01925 221792

01925 226334 (eves)

421/3432/FC

VOLVO B10M JONCKHEERE P599 AND P50, both 1987, spec as 51 recliners + courier, fully retrimmed interior, fully inertia belted, d/glazed, curtains, rear sunken toilet, radio/PA/video, 20in monitor, Telma, Webasto, coffee machine, both had new engines and clutches in the last 14 months

PHONE FOR PRICE

1994 TALBOT TRIAXLE, to full '97 Diptac spec, 20 seats + 7 standees, or 16 + 2 wheelchairs, with hide-away lift

£14,500 + VAT ONO

01786 814319

OR

0831 637985

421/3353/FC

SMITHS/TVINS High Wycombe - Bucks

1989 DAF SB2300 PARAMOUNT 3200 ~~SOLD~~ low driver, 53 str, curtains, wheel discs in swing door, will have new MoT £51,250
1987 DAF SB2300 PARAMOUNT 3200 ~~SOLD~~ Driver, 53 str & toilet, tinted windows, blinds, will have new MoT £35,000
1983 DAF MB 200 PARAMOUNT 3500, 53 recliners, continental door, drivers bunk, webasto heating, will have new MoT £19,950
1990 TAZ DUBRAVA, 53 str & courier, probably the best one available for its year, MoT April '98 £27,500
1983 LEYLAND TIGER PARAMOUNT 3200 S/A, 53 str, re-floored & panelled two years ago, engine and gearbox reconditioned by Avon Diesels 1995, tinted windows, curtains, radio, Webasto, MoT March '98 £19,950
ALL VEHICLES HAVE RED & CREAM EXTERIOR, ARE SUBJECT TO VAT AT THE CURRENT RATE AND FULL INSPECTION FACILITIES ARE AVAILABLE
PLEASE PHONE COLIN SMITH (01494) 441976.
AFTER HOURS: 01628 483756

421/3356/FC

1987 LEYLAND CUB 20 + 4 WHEELCHAIRS OR 28 SEATS

Tail-lift, new pump recently fitted, finished in white, MoT Dec '97, taxed Jan '98, good condition, loss of contract forces sale

£6,500

EK TRAVEL

01480 466994

421/3427/FC

IVECO MARSHALL BODIED, 23 SEATER, 1993, MoT July '98 £12,500 + VAT

1994 RENAULT MASTER, MoT Aug '98, 16 seats + underfloor luggage space £13,000 + VAT

1986 MERC 307 12 SEATER, 1 year's MoT £3,500 + VAT

01502 711611

421/3429/FC

Are you advertising your vehicle in another publication that isn't working for you?

If so call
01775 711777

and let the longest established, weekly trade magazine sell your vehicle for you.

BUS & COACH BUYER

THE WEEKLY THAT WORKS!

1983 BEDFORD YNT 12 METRE DUPLÉ DOMINANT IV, 57 seats, p/door, MoT 10/98, repainted white £5950

1981 BEDFORD YMT DUPLÉ DOMINANT II, 49 seats, p/doors, MoT 5/98 £2,250

1978 BEDFORD YMT PLAXTON SUPREME III, 53 seats, MoT 10/97 Only £1,000

TEL: 01634 264757 (Kent)

PARITRANS
Bus & Coach

421/3451/FC

1987 MCW METROLINER

70 seat coach, seatbelts fitted, hot and cold drinks, wc, wired for TV, white, unlettered, very good late example

£18,500 ovno

Tel: 01279 793800

421/3355/FC



DUE TO FLEET REPLACEMENT
2, only 2 left,
BOVA EUROPA 1982,
long test, good condition
£11,750 each + VAT
Tel: 01702 541511
(Essex)

421/3351/FC



1987 MERCEDES 609, 20 seats, Robin Hood body, power steering, power door, painted white, new MoT, choice of 4

MINIBUSES



1988 IVECO 49.10, Carlyle II body, 25 seats/service spec, power door, new MoT



1987/88 MCW Metroliner, 23 seats and standees, Cummins engine / power steering / power door, new MoT Choice of 3
1986 MERCEDES 608 20 seats, good MoT, painted in white Choice of 2
1986 IVECO 49.10 19 SEATS, with luggage pen, power door/5 speed manual, new MoT

DOUBLE DECKERS

1977/78 DAIMLER FLEETLINE, MCW bodywork, 76 seats, single entrance, some painted white, new MoT, ideal for school contracts

SINGLE DECKERS

1977 LEYLAND NATIONAL MK 1, 49 seats

PART EXCHANGE BARGAIN!



1988 DODGE, Alexander body, 25 seats, good MoT, very clean

MARTINS
of Cheshire

USED BUS AND COACH DISTRIBUTORS
WARRINGTON ROAD, WEAVERHAM,
CHESHIRE CW8 3PX

TEL: 01606 853298

FAX: 01606 854679

421/3452/FC



SELECTION OF MERCEDES 608D

C & D reg, stage carriage spec, direct from original operator, large choice

£2,500 + VAT

Tel: 01702 541511

(Essex)

421/3350/FC



LEYLAND TIGER 1985 PP PLAXTON PARAMOUNT 3500

48 reclining seats + courier, rear toilet, servery, drinks machine, aircraft style lockers, filled in rear window, centre gangway carpet, d/glazed, curtains, MoT Aug '98, immaculate throughout

£29,950 + VAT

TEL: 01945 450253/450210 (CAMBS)

421/3354/FC

1994 FORD TRANSIT 15 SEAT MINI-BUS, new generation diesel injection, semi-high roof, wheelchair access, PCV 1 year, L.W.B. Choice of 4 £11,950-£12,950
1993 DIESEL MAZDA E2200, 14 seat mini-bus, wheelchair access, PCV, recent respray white, mint condition £6,495
1991 PETROL MAZDA E2000, 12 seat mini-bus, wheelchair access, 1 year MoT £5,350 Recent respray white, excellent cond.
1984 DAF VAN HOOL ALIZEE, 49+ courier reclining seats, centre toilet, TV, video, curtains, all usual extras, PCV April '98 1st to view will buy, £21,500
1984 LEYLAND TIGER DUPLÉ LASER, semi-auto Hydracyl gearbox, 50 reclining seats, very good condition £14,500
1981 DAF PLAXTON SUPREME IV, 53+ courier reclining seats, curtains, recent respray, white, excellent interior, PCV Jan '98 £9,750
1979 FORD R1114, 45 seats, PCV Sep '97, good contract vehicle £2,250

All vehicles are in current use fitted with seat belts, and are subject to VAT

Contact DAVID or IAN GOODSIR on

01592 715294

01592 713443

421/3362/FC

FORECOURT

1972 LEYLAND AEC,
41 seat coach, tested
until September '97
.....£2,000 ono

**1983 LEYLAND RED-
LINER,** 33 seat bus,
tested until May '98
.....£4,250 ono

Both in good condition

Phone
01483 236555

421/454/FC

MERCEDES 709 ALEXANDER SERVICE BUS

1/5/95 first reg, 29 + 5
full Diptac, Tacho fitted,
TC 28/4/98, painted all
white, very good
condition

**£29,500 ono
plus VAT**

TEL: 0191 420 2424

421/456/FC

1994 L RENAULT TRAFFIC
T1400 DIESEL 2.5 High Top 15
Seat Minibus with belts, 50,000
miles, very clean...£7995 + VAT

1991 H LEYLAND DAF 400 17
Seat Minibus 2.5 Diesel, High
back seats with full 3 point belts,
very clean, choice from
£4750 + VAT

JACKFIELD CAR & COMMERCIALS LTD

Tel: 01952 884287
Mobile 0860 558281

421/3457/FC

1987 MERCEDES 709, Reeve
Burgess, 20 seater + 6
standees, power door,
August 1998 test, choice
of two.....£6,500 + VAT

**1982 TIGER PLAXTON VIEW-
MASTER SUPREME IV,**
tinted windows, 50 reclin-
ers, new warranted, re-
conditioned engine just
fitted, 6 speed ZF £12,850
ono + VAT

Tel 01772 422669
Preston

421/3357/FC

1990 IVECO, 49/10 Carlyle C4
body, 25 seat service bus
£7,500 + VAT

1989 MERCEDES 609D, service
bus, 24 hi-back seats with belts . .
.....£13,750 + VAT

1987 MERCEDES 609D, 20 seat
service bus. £8,950 + VAT

1984 MERCEDES 608D, service
bus, 18 hi-back seats, choice of 2
from £3,500 + VAT

Tel: Roger Smith
01628 29936/27575
or mobile
0831 835126

421/458/FC

R.A. MATTHEWS COMMERCIALS

Fromes Hill Services, Nr Ledbury,
Herefordshire

1979 VOLVO POWERED NATIONAL MKI
10M 44 MOQUETTE DP SEATS, repainted
white/blue, fitted with square twin headlights,
MoT till June/98£14,250 + VAT ONO

1980 (PP) VOLVO B58 DOMI II 57 SEATS
WITH BELTS, MoT till April/98, exterior all
white£7,250 + VAT ONO

**1986 LEYLAND CUB OPTARE AUTO SER-
VICE BUS,** 33 low back moquette seats fitted
with 698 turbo engine, MoT to Oct/97, taxed
Dec/97£4,250 + VAT ONO

1980 LEYLAND LEOPARD DOMI II, S/A
express doors, Bristol dome, vgc
.....£6,500 ONO + VAT

1988 MERCEDES HI-TOP MINIBUS, 12
coach seats, to include new test £4,750 + VAT

P/X WELCOME

01531 640374

421/3438/FC

HAPPY DAYS COACHES

1988 VOLVO B10M VAN HOOL ALIZEE
SUPER HIGH, 49 seater with belts, full exec,
long MoT, excellent condition, offers around ..
£70,000 + VAT

DAF MB230 1988 VAN HOOL ALIZEE SH,
53 seater with belts, full exec, long MoT,
excellent condition, offers around ..
£65,000 + VAT

CHOICE OF 5 1987 VOLVO B10M PLAXTON
3500, 57 seaters with belts, all white, all long
MoT **PRICE ON APPLICATION**

1980 LEYLAND LEOPARD PLAXTON
SUPREME, 53 seater with belts, MoT Feb/98.
.....£4,500 + VAT

1980 LEYLAND LEOPARD DUPEL, 53
seater with belts, MoT Dec/97 .. £3,000 + VAT

1980 FORD R-SERIES DUPEL DOMINANT
53 SEATER, with belts, 12 months MoT, all
white £2,750 + VAT

01785 284667

Ask for Richard Austin

421/3443/FC

TOYOTA OPTIMO 1988 17
STR EXECUTIVE, coffee
machine, large boot, carpet-
ed, G.C., 1 years MoT
£10,500 + VAT

MERCEDES 1982 0303
JONCKHEERE 36 STR, full
executive kitchen area, rear
saloon, G.C., MoT June
1998 £16,500 + VAT

TEL:

01620 860208

421/3442/FC

1982 LEYLAND TIGER
DOMINANT IV, 57 seats
with inertia belts, good con-
dition, taxed and tested
.....£12,500

1984 MERCEDES 608D, 19
seats with belts, taxed and
tested £3,500

1987 FREIGHTROVER 16
SEATS, Optare conversion,
tested 12 months, taxed
.....£3,500

01302

323805

421/3447/FC



1973-1978 VOLVO B58's, 53 seats,
power door, MoT December 1997,
owned and maintained by ourselves
for 6 years. Ideal contract vehicles,
choice of 4 £3,500 - £5,000

Tel: 01698 861790/253845

421/3358/FC

P V B
01329 220444
01329 220555 Fax



NEW R REG FORD COACH BUILT
ACCESSIBLE BUS, 15 seater plus driver,
complete with all age lap and diagonal
seat belts, Ratcliffe lift, full tracking,
choice of trim available £30,995 + VAT

421/3449/FC

VOLVO B10M 1982 SUPREME

51 recliners, cont. door, Telma,
Webasto, ferry lift, radio/PA,
taxed, new MoT
£18,750

or

PX later B10M
(Somerset)
01934 618292

421/475/FC

FRESHFIELD COACHES HAVE FOR SALE

1977 LEYLAND LEOPARD 680 PLAX-
TON VIEWMASTER 57 seats, full MoT,
excellent contract and private hire vehicle .
.....£5,000

1979 LEYLAND LEOPARD 680 PLAX-
TON SUPREME, 57 seats, new engine,
new fuel pump and new brakes, excellent
for any private hire work, long MoT. £8,000

1976 VOLVO B58 PLAXTON SUPREME,
57 seats, repainted all round with long
MoT £7,500

1978 VOLVO B58 PLAXTON SUPREME,
57 seats, excellent vehicle £7,000

*All vehicles plus VAT and prices
negotiable if more than one vehicle
bought, any inspection welcome*

0161 477 0652 Stockport

420/478/FC

1979 FORD,
53 Seater Vanhool,
12 Months Ticket

1975 BRISTOL VRT
1985 BEDFORD LASER

BEDFORD PLAXTON,
45 Seater

POA FOR
ALL VEHICLES.

TEL: 01702 437743

421/3361/FC

1989 LAG PANORAMIC,
49 seat exec, TV, video, full
test£53,000 ONO + VAT

1986 ROYAL TIGER
DOYEN, 49 seat exec,
tested till Jan '98
£27,500 ONO + VAT

1984 NEOPLAN UNILIN-
ER, 25 se SOLD coach, full
test.....£7,500 ONO + VAT

TEL:

0151 448 0888

421/3450/FC

LEYLAND DAF 400 STANDARD
ROOF, 16 SEATER DIESEL, 1993 K
reg, Taco Lap/diagonal seat belts,
mileage 114,000 miles £6,750 plus VAT
LEYLAND DAF 400 HIGH TOP, 16
SEATER DIESEL, 1993 L reg, Taco
lap/diagonal seat belts, mileage 80,000
miles £7,500 plus VAT

MERCEDES 208, 14 SEATER
DIESEL, 1994 L reg, Taco lap/diagonal
generation belts, electric side power
step, removable rear seat, mileage
77,000 miles £9,500 plus VAT

*All vehicles are PSV, finished in
white with full service history.*

Contact Daves Motors Hire,
Cirencester 01285 644644

420/476/FC

82 LEYLAND
680 Double Decker, East Lancs, single
entrance, Leyland semi auto, 75 seats, 43
top, 32 lower, available now with test and
tyres

£5,000
ALSO

BRISTOL LOW BRIDGE VR'S
Gardner engine, 1981,
choice

Part ex welcome
Blythswood Motors,
Glasgow

0141 221 3165 or
0141 639 6107 eves

421/467/FC

1992 LEYLAND DAF, 16
seater, p.door £9,000

1994 LEYLAND DAF, 16
seater, p.door. . . . £11,500

1994 VAN HOOL, Scania ZF
auto, 57 seater. . . £115,000

1995 VAN HOOL, Volvo
B9M, 36 seater . . £120,000

TEL: (01505) 850456

421/479/FC

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has changed to
12 noon Tuesdays

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VOLVO

Pre-owned coaches

Volvo. Coach of the Year for the third consecutive year.

AEC

AEC 760 ENGINE, only done 10,000 miles, needs to be put together, £500. 01705 241689. 421/3411/AE

BEDFORD

YMT PLAXTON 1977, 53 seats, MoT April '98, taxed, seat belts, air door, £2,950 + VAT. Tel: 01525 211441. 421/437/BED

1984 (PP) YNT PARAMOUNT 3200 11m, clean + tidy, sensible offers. Midlands 0976 830594. 421/3448/BED

BOVA

1983 (PP) DAF BOVA EUROPA, 53 RECLINERS, T + T, excellent runner, pa/radio/cassette, seat belts, curtains, recent relined/tyres/screen/airbags, £11,500, finance available. (Blackpool) 01253 346753. 421/3444/BV

DAF

1982 DAF DUPLÉ, 57 seats, tested to March '98. 01464 861737 or 773. 421/3439/DA

89 DAF ALGARVE EXECUTIVE, 49 + centre sunken toilet, fridge, courier, drinks machine, part ex welcome. Tel: Blythwood Motors 0141 221 3165 or 0141 639 6107 eves. 421/465/DA



TIR RING
£20 ea+VAT

AUTOMATE
TEL: 01274 862700
FAX: 01274 851989

215 OXFORD ROAD, GOMERSAL, CLECKHEATON, BD19 4PY

DENNIS

NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801. 421/5361/DE

1992 JAVELIN, CAETANO ALGARVE

53 recliners, rear sunken toilet, cont. door, all white, no lettering, MoT January 1998.

£79,500 ono + VAT
Tel: 01371 872644 421/468/DE

DOUBLE DECKERS

1977 BRISTOL VR LOW BRIDGE, 74 STR, Gardner and Leyland engine, choice of 4, various MoT, £3,250 + VAT. Tel: 01407 730204. 421/377/DD

ATLANTEAN SEMI AUTO, 680 East Lancs, 75 seats, 81 & 82, choice of also Bristol Low Bridge VR Gardner, 74 seats, available now with tyres & test. Part ex welcome. Blythwood Motors, Glasgow. 0141 221 3165 or 0141 639 6107 eves. 421/462/DD

LARGE SELECTION BRISTOL VR/ECW R-W REG, all with current test. Tel: 01702 541511 (Essex). 421/3352/DD

LEYLAND ATLANTEAN 1978, MoT Aug '98, single door, 75 seater, clean & tidy, £3,250 + VAT. Greys of Ely. Tel: 01353 662300. 421/3331/DD

VOLVO AILSA 'S' REG

75 Seats, Various
MoT's

£4,000 plus VAT
Tel: (01294) 605454 421/265/DD

DODGE

2 RENAULT DODGE

Alexander Body, D reg, 1 MoT May '98, 1 June '98, both

£2,500 EACH + VAT
TEL: 0141 357 3194 or
0402 1189 63 421/3435/DD

FORD

FORD 360 T PLAXTON, MoT May '98, 48 seats, toilet, boiler, curtains, RCPA, excellent interior, twin tanks, trims, very reliable coach, £3,200 ono + VAT. Tel: 0131 477 9033. 421/280/FO

1983 FORD DUPLÉ, MoT Feb 1998, double glazing, curtains, Telma, £7,000 + VAT ono. 12 MOQUETTE SEATS, Transit, good condition, offers. Tel: 01283 550015. 421/453/FO

1982 FORD PLAXTON SUPREME, MoT March '98, excellent condition, Offers. Tel: 01934 833177. 421/434/FO

FORD

FORD TRANSIT WHEELCHAIR TAXIBUS ALSO TOURNEO, 8 belted seats + driver, immediate delivery, part/ex welcome. Blythwood Motors 0141 221 3165 or 0141 639 6107 eves. 421/459/FO

53 SEAT FORD R1114, T reg, Dominant, power door, MoT March '98, tidy coach in and out, £2,500. Ford R1114 74, spares or repair, £700. Tel: 01772 774507 (Lancs). 421/452/FO

FORD RIIS PARAMOUNT, 1983, 49 seater, vgc, any inspection welcome, taxed till Nov, MoT Jan '98, £11,000 + VAT ono. Tel: 01698 252652. 421/401/FO

LEYLAND

1979 ATLANTEAN AN68A/ROE, 74 seat, double deckers, MoT, £3,400 ono. Reliance Motor Services, York. Tel: 01904 768262. 421/3345/LE

LEYLAND LEOPARD PLAXTON VIEWMASTER, 53 seats, 680 engine, 1979, excellent condition for year, semi-auto/splitter, re-panelled, many new parts, MoT 12/97, £7,800 ono + VAT. 0151 342 1833. 421/3446/LE

1979 'V' LEYLAND LEOPARD DUPLÉ DOMINATOR II, semi automatic gear box, 49 seats, fully belted, power door, MoT til June 1998, £4,750 ono. Tel: 01908 218111 (Carolynn Trimmer). 421/472/LE

1984 LEYLAND TIGER PARAMOUNT 3500, 49 seats, ZF 6 speed, MoT Dec '97, £18,000 + VAT. 1981 LEYLAND LEOPARD PLAXTON SUPREME, 53 retrimmed seats, power door, MoT Feb '98, £6,500 + VAT. 01225 424157. 421/3346/LE

LEYLAND TIGER DUPLÉ 340 (1986)

50 seater, rear toilet, wired for TV and video, MoT March '98, price to include full seat retrim
£29,500 ono
01203 362975 421/3425/LE

1981 LEYLAND LEOPARD DOM III

53 seater, fitted with seatbelts by Elite, tidy contract coach, recon engine, 6 speed ZF, MoT June 1998
£5,800 + VAT
Tel: 01271 863819 421/474/LE

LEYLAND

1983 TIGER SUPREME, 53 seater, taxed and MoT, Telma, arm rests, 1 owner from new, worth a look£15,000 + VAT

1984 TIGER MARSHALL BUS, 54 Hi-back seats, white, tax and MoT July '98, tidy machine£10,500 + VAT

1987 LEYLAND CUB, Wadham Stringer Body, 22 seats, plus tail-lift, taxed, new MoT Sept '98, 80,000 miles, white, tidy machine£5,500 + VAT

Tel: 01438 352920
or 01462 682883 421/431/LE

MAN

MAN SR 280 1985

MoT September '98.
d/glazed, blinds, centre carpet, all white, no lettering, very good condition

£15,750 + VAT
Tel: 01946 862091 421/3337/MAN

MERCEDES

MERCEDES BREAKING, 609D, 709D, 811D, 814D, all parts available. Tel: 0378 572378 (Day) 01274 877786 (Eve). 421/23/ME

ALL MODELS FROM 37 SEAT 814L TO, 29 seats, 25 seats, 24 seats, 16 seats, all for immediate delivery, part ex welcome. Blythwood Motors 0141 221 3165 or 0141 639 6107 eves. 421/463/ME

1984 608D MERCEDES, good engine, new tyres, batteries, mirrors, 19 good seats, no MoT, body needs tidy up, surplus to requirements, £1,500 + VAT. Tel: 01672 512 786 (Wilts). 421/259/ME

MERCEDES COACHES and service buses, required for cash. Immediate settlement, distance no problem. Tel: Blythwood Motors 0141 221 3165 or 0141 639 6107 eves. 421/460/ME

MERCEDES 307, 12 SEATER, 1985, PSV tested till Dec 1997, moquette low back seats, fitted lap belts, £1,500 ovno + VAT. 01621 892568. 421/348/ME

1996 MERCEDES 609D CONCEPT, 26 luxury seats, with belts, slam doors, TV, video, radio cassette, 93,000k, MoT March '98, £32,500 px considered. Tel: 01772 749358/747329 Preston. 421/394/ME

MERCEDES

MERCEDES SERVICE BUSES AVAILABLE NOW, Vario, manual and auto with Telma, 33 and 29 seats and Plaxton 29 on 810 with 97 DipTac floor and step height, air suspension. Part exchange welcome. Tel: **Blythwood Motors 0141 221 3165 or 0141 639 6107 eves.**

421/464/ME

1989 609 MERCEDES, 26 seater, with boot, good all round, engine 12 months old, £15,000 ono + VAT. Tel: **0151 549 1103.**

421/410/ME

NEW VARIO 810D, coach spec, available for rental. Tel: **01625 860888 or 0836 782801.**

421/5359/ME

MERCEDES 608D, 1986, 16 seats, power door, Telma, newly recovered moquette seats, lap belts, deep boot, MoT Feb '98, £2,500 ono + VAT. Tel: **0131 657 1736 or 0131 665 1053.**

421/3433/ME

MERCEDES 814 REEVE BURGESS

33 seat BEAVER COACH - 1990 H, Low Mileage, Excellent Condition, Brown Graffiti Trim, White Exterior, Seat Belts - Owned from new, MoT Oct '97

£32,950

CONTACT TONY TURNER - BRISTOL

0117-955 9086

421/61/ME

CHOICE OF MERCEDES 608 MINIBUSES

19/20 seats, some with service seats, some with coach seats all with full MoT

TYNE TEES COACHWORKS LIMITED
TEL NO: 01388 458793

421/83/ME

MIDIBUS

E REG RENAULT DODGE

25 hi-back seats, full 12 months MoT, recon engine, resprayed all white

Any sensible offer accepted

01254 771893

421/3406/MID

MINIBUS

MIDICOACH

1987 OPTARE CITYPACER, 25 seater, tested till end Jan '98, vgc throughout, recent engine overhaul, unwritten, sale due to loss of contract, best offer secures. Tel: **01908 611077 (Milton Keynes).** 421/3347/MID

DEC 1995 INDCAR ECO 3 IVECO

30 reclining seats, seatbelts, video and monitor, air conditioning, rear car saloon toilet, servery, fridge and water boiler, white/red exterior, MoT Jan '98

£75,000 + VAT

01604 720706

0850 942085

(Northampton)

421/3433/MID

MINIBUS

160 TRANSIT 1986, 16 seater,**£3,000**

130 TRANSIT 1986, 12 seater,**£2,000**

609 MERC 1989, 26 seater,**£14,500**

609 MERC 1990, 26 seater,**£15,750**

0181 758 1211

Mobile: 0860 512405

421/3419/MB

1989 FORD TRANSIT MINIBUS

190 Diesel LWB, 16 seats, new bonnet, new rear doors, full service history, MoT Dec, owned from new, all for

£4,500 + VAT

01727 836607

421/3407/MB



F REG 49.10 IVECO

Turbo, 21 seat mini-coach, recon engine just fitted, excellent amber/brown bodywork, high-back seats, tinted glass, power door, luggage boot, stereo, light use past 3 years, contract ceased, 12 months PCV. **MUST BE SEEN**

£6,995 + VAT

Tel: **01460 78155**

421/3324/MB

MINIBUS



LEICESTER CARRIAGE BUILDERS

BUS AND COACH SALES

NEW 711 MERCEDES COACH FOR SALE

29 seats

£49,000

In build 709 + 711's also 810's

Many More In Build - Lease, rent or Buy

Full Rental facilities

Ring John Morrison on

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Evenings or Weekends

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M REG LDV 400, 16 seat, standard roof, hi-back seats, 3 point belts, PAS, all in outstanding condition, low mileage.....**Choice of 4**

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C REG LEYLAND CUB WITH TAIL-LIFT, 20 seats, all tracked, excellent condition, COIF.....

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421/9690/MB

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92 LEYLAND DAF FACTORY FLAT TOP, 17 SEATS, seat belts fitted, PCV MoT expires Aug '98, **£7,500 + VAT**. R & T Minicoach Hire. 01959 574952, Mobile: 0802 630053 (Kent). 421/3417/MB

1988 MERCEDES 609D MINIBUS, 18 D.P. seats, Reeve Burgess conversion with destination equipment and drivers partition, Nov MoT, **£7,500 + VAT**. Contact Mr A Gibbs 01279 681155. 421/347/MB

RENAULT MASTER T35D, 17 seater, 1989, Inertia seat belts, 2 owners, part service history, PSV July '98, tax Dec '97, **£3,300 + VAT**. 01268 754641, 0860 257827. 421/451/MB

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L 94	TRANSIT 12 seat Diesel factory minibuses. White	£8,995
K 93	LDV 200 DIESEL 13 seater Std Bus, seat belts fitted to all forward facing seats. White	£5,495
K 93	RENAULT MASTER DIESEL 17 seater Bus, FSH, PAS (front entry), includes under floor luggage, M2 High back seats, 3 pointed seat belts, PSV COIF, tinted glass, etc, in Cobalt blue	£12,495
K92	TRANSIT 12 seat factory Diesel Minibus, PAS, COIF PSV etc, white	£7,995
J 92	LDV 400 DIESEL 17 seater Std Bus, with vinyl seats, PAS and tachograph, only 45,000 km's from new. White	£6,495
J 92	RENAULT 12 seat factory Diesel Minibus. White	£5,495
J 92	MIDI 12 seat factory petrol minibuses with 42,000 miles only. White	£5,295
J 92	MERCEDES 308D 12 seater Bus, lap belts, etc. White	£4,995
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16 SEATER G REG LEYLAND DAF, 400 series, diesel turbo, hi spec, coach seats, seat belts, roof rack, good condition, £5,500 + VAT ono. Tel: 01734 783199 (Anytime). 421/444/MB

1990 H LEYLAND DAF 400, 2.5 diesel, hi top, 16 attractive, hi back seats with belts, very nice condition throughout, genuine vehicle, MoT in November '97, £5,200 ono + VAT. Tel: 01823 680288 (Devon). 421/446/MB



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1992 IVECO 45/10, 18 seater, luggage racks, test Oct '97	£14,950
1991 DAF 400 DIESEL, h/roof, luxury 16 seater, lap belts, test Feb '98	£7,500
1990 RENAULT TRAFIC, Diesel, 11 seater, s/door, belts, test Oct '97	£3,500
1990 (H) REG TALBOT DIESEL, 11 seater, made 2 measure, test June '98	£4,250
1989 (G) TALBOT EXPRESS, 22 + 7 standees, power door, dest. box, belts, test Aug '98	£6,500
1989 MERCEDES BENZ 407D, 15 seater, p/door, lap belts, test July '98	£7,950
1989 (G) FORD TRANSIT PETROL DORMOBILE, 16 seater, h/b seats, lap & diagonal belts, test Sept '97	£6,250
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NON PSV

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- 614 MERCEDES VARIO, 24 seats, power door, coach spec, luxury, 3 weeks

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- 1995 (M) FORD TRANSIT, 15 seats plus driver.
- 1994 (L) FORD TRANSIT, 15 seats + driver
- 1991 (H) MERCEDES 811D, 24 seats, coach spec
- 1990 MERCEDES 709, 29 seat coach spec, coach body, dual purpose
- 1984 (B) 608 MERCEDES, 21 seats, tail lift

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1986 D REG LEYLAND LYNX, 51 SEATER, TL11/ZF automatic, MoT till Aug '98, £28,000 + VAT ono. Tel: 01259 216180. 421/3428/SB

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1988 (F) MERCEDES 609D ELME, 16 seater coach, POD, boot.....Due in

1988 (F) DENNIS JAVELIN 8.5M PLAXTON 3200, 35 recliners, POD, MoT 10/97.....£45,750

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1986 (D) BEDFORD YNV DUPLER 320, 53 reclining seats.....£18,750

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1996 BOVA FUTURA FHD, 49 reclining seats, centre
sunken toilet, continental door, air conditioning, driver's
bunk. Interior – grey/multi. Exterior – grey/blue/pink.
MoT April 1998

1995 SCANIA IRIZAR CENTURY, 49 reclining seats,
air conditioning, toilet, continental door, video and mon-
itor, fridge, water boiler. Interior – autumn tint. Exterior
– red/orange. MoT May 1998

1992 TOYOTA OPTIMO, 18 reclining seats. Interior –
grey/red. MoT December 1997

1992 VOLVO B10M VAN HOOL ALIZEE D/H, 48
reclining seats, rear floor mounted toilet, servery with
fridge and water boiler. Interior – blue/grey. Exterior –
white/yellow/blue, MoT Dec '97

1989 DAF SB 3000 CAETANO ALGARVE, 53 reclin-
ing seats. Interior – autumn tint. Exterior –
red/white/blue. MoT June 1998

1988 CHARISMA, 49 reclining seats, centre sunken
toilet, continental door, double glazed side windows, air
conditioning. Interior – grey/red. Exterior – white. MoT
July 1998

1988 VOLVO B10M PLAXTON 4000, 65 reclining
seats, toilet, water boiler, wired for video/monitor,
TELMA, retarder. Interior – autumn tint. Exterior –
white. MoT March 1998

1987 BEDFORD YNV DUPE 320, 53 reclining seats,
power door. Interior – autumn tint. Exterior – white/red.
MoT April 1998

1986 BEDFORD YNV PLAXTON PARAMOUNT 3200,
53 reclining seats, power door, seat belts, ferry lift,
Webasto pre-heater. Interior – brown/red. Exterior –
white/red/orange. MoT November 1997

1986 BOVA FUTURA FHD, 49 reclining seats, centre
sunken toilet, continental door, interior – brown.
Exterior – white, MoT May 1998

1986 VOLVO B10M PLAXTON PARAMOUNT 3200,
53 reclining seats, low drive position, TELMA. Interior –
brown. Exterior – white. MoT February 1998

1985 NEOPLAN SKYLINER, Mercedes engine, manu-
al gearbox, 75 reclining seats, toilet, fridge, water boiler,
TELMA retarder. Interior – red; Exterior –
white/red/yellow, MoT January 1998

1985 LEYLAND TIGER DUPE CARIBBEAN, 49
reclining seats, rear sunken toilet, continental door.
Interior – autumn tint; Exterior – white. MoT March 1998

1985 BEDFORD YNT PLAXTON PARAMOUNT 3200,
53 retrimmed seats, power operated entrance door.
Interior – autumn tint; Exterior – cream/brown. MoT July
1998

1984 DAF DKFL CAETANO ALGARVE, 50 reclining
seats, rear floor level toilet, continental door. Interior –
autumn tint; Exterior – white. MoT July 1998

1984 LEYLAND TIGER 245 DUPE LASER, 57 seats,
power operated entrance door. Interior – brown; Exterior
– green/white. MoT August 1998

1983 VOLVO B10M JONCKHEERE P90, 58 reclining
seats, toilet, water boiler. Interior – brown; Exterior –
red/white. MoT July 1998

1983 DAF DKFL PLAXTON PARAMOUNT 3200, 51
reclining seats, power operated entrance door, Telma
retarder. Interior – autumn tint; Exterior – white.

1982 BOVA EUROPA, 53 seats, courier seat, power
operated entrance door. Interior – red; Exterior –
green/white. MoT October 1997.

1980 FORD R1114 DUPE DOMINANT II, 53 seats,
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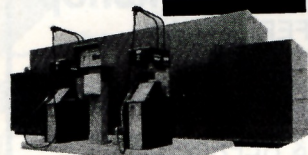
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Closing date for applications: 15 August 1997.

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421/3359/TE

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The County Council invites tenders for provision of financially-supported local bus services, in the Abingdon, Banbury, Faringdon and South Oxfordshire areas, to begin on 26 October 1997.

Bus operators who have previously registered their interest in tendering are being sent the appropriate documents, and therefore need not re-apply. Other bus operators wishing to tender for any of these services should write immediately to Dick Helling, Public Transport Officer, Environment Services, Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford, OX1 1NE (or telephone (01865) 815859).

Tenders are also being invited for school transport contracts in the Banbury area. Operators interested in these contracts should contact Stephen Murrell, Deputy School Transport Officer, at Macclesfield House, New Road, Oxford (Telephone (01865) 815639).

Closing date for receipt of completed tenders is 10 am on Tuesday 19 August 1997.

The Council does not bind itself to accept the lowest or any tender

July 1997

David Young, Director of Environmental Services

421/3402/TE

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Proshot pressure washers are available from 1600psi to 2300psi, store in the upright



Checo pressure washer.

position and have wheels for portability. Full details are available on Freephone 0800 371165.

Fleetmaster QVC

Fleetmaster Bus & Coach of Horsham has launched a new approach to selling coaches by offering a complete package to provide buyers of pre-owned coaches with high quality vehicles and high quality service. Vehicles sold under the QVC banner will be selected, older coaches which will be retrimmed, repainted where necessary and repainted. The deal also includes 12

months MoT, six months road tax and free delivery anywhere on the UK mainland.

Other services available from include sourcing private number plates, fleet membership with IRS and fitment of Elite seat belt installations. Part exchanges are possible and there are a range of finance options available. Contact Steve Swain or Mark Stephenson on 01403 276222.

Quick service for Daily

A quick service for operators with Iveco Ford Daily based vehicles has been introduced by Iveco Ford Truck. Its aim is to provide a 'no appointment necessary' facility, offering simple and precise repairs undertaken by trained technicians, quickly and accurately upon diagnosis. The service is available only through specialist Daily dealers with three outlets already operational and a further 13 coming on stream in August 1997. A full roll-out should begin in the second quarter of 1998. A system of menu pricing is being employed for standard jobs, including oil changes, exhausts, brakes, shock absorbers and tyres. Dealers are establishing dedicated repair bays to maintain priority availability for the new service.

New insurance scheme

Insurance broker RL Davison & Co, specialising in motor fleet and related risks, has launched PCVxtra. The scheme is available for all classes of bus and coach operation, including continental use. Its range covers continental coach assistance, loss of use and vehicle replacement in the event of an accident or mechanical breakdown, personal accident cover for drivers and couriers, medical and repatriation fees, legal expenses, tour operators' liability passenger travel insurance, baggage cover, all risks to premises including hazardous goods, and employers' and public liability.

The company claims PCVxtra is not only comprehensive and competitively rated, it helps avoid gaps or duplication that can arise from seeking to insure different classes of risk through various sources. It has been designed as a modular scheme so that a claim in one module does not affect the claims experience in others. For more details operators can contact their own broker or RL Davison & Co. direct on 0171 816 9876.

Kevlar and Teflon for fuel line application

DuPont, the chemical industry manufacturer, which owns the registered trading names of Kevlar and Teflon, is including both products in fibreglass braided hoses used as fuel lines. Development on the product by Teleflex Fluid Systems has improved cut resistance, doubled abrasion resistance and improved heat tolerance. The finished product, Fluoro-Comp hose, is now virtually free from the possibility of leakage and in petrol engine applications it has been passed for automotive vapour lines on 1999 vehicles. Teflon has been found to be 100 times more impermeable than nylon and 1000 times greater than rubber.



Fluoro-Hose from DuPont now contains Kevlar and Teflon for added strength and impermeability.

Cutting cleaning costs

Standard traffic film removers can be ineffective, environmentally unfriendly and can harm vehicle paint work, protective clothing and the users skin, claim Hypred, part of the French chemical Groupe Roullier.

Its Eurodep-C-Super is claimed to be environmentally friendly, easier to use and capable of extending the life of vehicle paint and bodywork. It has Europe-wide approval for disposal into main-line sewerage and is available only through industrial consumables supplier John Astley & Sons. More details or a free demonstration can be obtained by ringing the company on 01203 220771.

CAR REAR VIEWER

Key features:

- Car Rear Viewer
- 147mm wide, 137mm high and 195mm deep
- 150 degree angle of vision
- CCD camera system
- Clear picture regardless of ambient light

Rear-view system

George Elliot plc of Westerham, Kent, has become the UK distributor for the Kocom Vehicle Rear Viewer, a TV monitor and CCD camera system which provides drivers with an adjustable 150 degree angle of vision over a distance of 13 metres. The CCD camera is no larger than a cigarette packet and provides a clear picture regardless of ambient light through the use of an

infra-red/auto iris combination.

The monitor is 147mm wide, 137mm high and 195mm deep. It incorporates all the usual controls, swivels to the best viewing position, and is easily mounted on a dashboard. For more information contact George Elliot plc, The Old Cornstore, London Road, Westerham, Kent TN16 1DR. Telephone 01959 562198.

Fleet Additions



Air conditioning is a feature of a pair of Plaxton Premiere 320 bodied Volvo B10Ms introduced by Hutchisons of Overtown on its express service from central Lanarkshire to Glasgow. The 57 seaters are Hutchison's first Premieres and were supplied by Kirkby Coach & Bus. To suit their express duties, the coaches have automatic gear-boxes and three piece wind-screens with the top section used to house a destination display.



Carriageways of Bedford has supplied Chalfont of Southall with this Mercedes Benz 814D based Autobus Nouvelle coachbuilt minicoach. One of the last pre Vario 814Ds, the vehicle seats 33.



Tyrer's Silver Jubilee

Tyrer's of Adlington, Lancashire celebrated 25 years in the business this year and have marked the event with the acquisition of a specially decorated new Van Hool Alizee HE bodied Volvo B10M GL. Equipped with 49/53 reclining seats, the coach also features a water boiler, fridge, centre sunken demountable toilet and continental door. Sylvia and Gordon Buckle are pictured accepting the coach from Tim Fairless of supplying dealer, Moseley (PCV) Ltd.



ENTRY FORM

Award Category

Please use a separate form if nominating for more than one category (please feel free to photocopy this form if necessary).

Tick Box

- ☐ Bus Operator of the Year Award
- ☐ Marketing Initiative Award (operator)
- ☐ Marketing Initiative Award (authority/joint)
- ☐ Infrastructure Award
- ☐ Innovation Award

Supporting Documentation

In the case of the Bus Operator of the Year Award, attach a description of why you think the company you are nominating should win the award - no longer than 2 sides of A4.

For other awards, attach a description of the scheme, together with an explanation of why you think it should win an award. This should be no longer than 2 sides of A4.

IN ALL CASES, you may enclose such supporting documentation as you see fit. For the Marketing Award, this **MUST** include samples of the publicity material which was produced.

Entry conditions and criteria are set out on the full version of this form, available from the Secretary at the address shown.

Person or Organisation Submitting this Nomination

Name

Job Title

Organisation

Address

Postcode

Telephone

Fax

Signed

Nominated Organisation (if different from above)

Name

Job Title

Organisation

Address

Postcode

Telephone

Fax

PLEASE RETURN BY 15 AUGUST TO:

Michael Anderson, Secretary, The Bus Industry Awards 1997
Ross Holme, West End, Long Preston, Skipton, BD23 4QL
Telephone: 01729 840268 or 840756 Fax: 01729 840705

you can always say

YES!

even during peak periods

- safe in the knowledge that Hughes Daf Hire are just a 'phone call away' with a fleet of low mileage, immaculately presented, quality coaches and buses.

- It's flexible – HIRE BY THE DAY, WEEK, MONTH OR YEAR
- It's efficient – HIRE COACHES TO SUIT YOUR OWN REQUIREMENTS - ONLY WHEN YOU NEED THEM
- It's under your control – USING YOUR OWN DRIVERS AND PROVIDING THE QUALITY OF SERVICE YOUR CUSTOMERS HAVE COME TO EXPECT
- It's profitable – A FLEET OF QUALITY, LOW MILEAGE COACHES AVAILABLE TO 'WORK-FOR-YOU' ONLY WHEN YOU'RE SURE OF A HIGHER RETURN

QUALITY LOW MILEAGE COACHES FROM OUR FLEET

1996 N DAF SB3000WS, Ikarus 350, 55R
 1996 N DAF SB3000WS, Plaxton 350, 53R
 1996 N DAF SB3000WS, Van Hool Alizee H, 51R, toilet
 1996 N DAF SB3000WS, Van Hool Alizee H, 49R, toilet, air conditioning
 1996 N EOS 90, 49R, toilet, air conditioning
 1995 M DAF SB3000WS, Van Hool Alizee DH, 51R, toilet
 1995 M EOS 90, 49R, toilet, air conditioning

1995 M DAF SB3000WS, Van Hool Alizee H, 51R, toilet
 1994 L EOS 90, 49R, toilet
 1994 L DAF SB3000WS, Van Hool Alizee DH, 51R, toilet
 1994 L DAF SB3000WS, Van Hool Alizee H, 51R, toilet
 1994 L EOS 90, 49R, toilet, air conditioning
 1994 L DAF MB230LT, Van Hool Alizee H, 51R, toilet
 1992 J DAF MB230LB, Van Hool Alizee H, 51R, toilet
 1992 J DAF SB3000, Auto Van Hool Alizee H, 51R, toilet
 1992 J DAF SB3000, Van Hool Alizee DH, 51R, toilet

1990 G DAF 2300 DHTD, Duple 320, 57 seater
 1990 G DAF SB2300 DHS, Van Hool Alizee DH, 51R, toilet
 1989 F DAF SB3000, Van Hool Alizee SH, 53R
 1989 F DAF SB2300, Van Hool Alizee DH, 53R
 1989 F DAF SB2300, Van Hool Alizee SH, 49R, toilet
 1989 F DAF MB230LT, Plaxton 3500, 51R, toilet
 1989 F DAF MB230LB, Plaxton 3500, 51R, toilet
 1988 E DAF MB230LT, Plaxton 3500, 53R, toilet

HIGH QUALITY USED COACHES

1993 KMAN Jonckheere Deauville 51R, toilet
 1993 K SETRA S215HD, 49R, toilet, air conditioning
 1993 K DENNIS, Berkhof Excellence, 51R, toilet
 1993 K VOLVO B10M, Jonckheere Deauville, 53R
 1992 K VOLVO B10M, Jonckheere Deauville, 53R
 1992 J DAF SB2305, Plaxton 3200 DH, 53R
 1992 J DAF SB2305, Van Hool Alizee DH, 51R, toilet
 1992 J DAF SB2305 DHTD Duple 320SL, 57R
 1991 H DAF SB2305 DHTD, Duple 320SL, 57R
 1990 G DAF MB230 LT, Plaxton 3500, 49R, toilet
 1990 G DAF SB3000, Van Hool Alizee SH, 49R, toilet
 1990 G VOLVO B10M, Plaxton 3500, 51R, toilet
 1990 G VOLVO B10M, Plaxton 3500, 49R, toilet

1990 G DAF SB3000, Plaxton 3500, 51R, toilet
 1989 G BOVA Futura, 51R, toilet
 1989 G SCANIA K113, Van Hool Alizee SH, 49R, toilet
 1989 F DAF SB2300 DHTD, Duple 320, 51R, toilet
 1989 PP BOVA Futura, 49R, toilet
 1989 F DAF SB2300 Van Hool Alizee DH, 51R, toilet
 1989 F VOLVO B10M, Plaxton 3500, 53R
 1989 F DAF SB3000, Van Hool Alizee, 49R, toilet
 1989 F VOLVO B10M, Van Hool Alizee H, 53R
 1989 F DAF SB3000, Plaxton 3500, 51R, toilet
 1988 F DAF SB3000, Van Hool Alizee SH, 49R, toilet
 1988 E VOLVO B10M, Plaxton 3500, 49R, toilet
 1988 PP LAG, Panoramic, 49R, toilet

1988 PP BOVA Futura, 49R, toilet
 1988 PP DAF SB3000, Van Hool Alizee DH, 51R, toilet
 1987 PP DAF SB2300, Plaxton 3500, 53R, air conditioning
 1987 D DAF SB2300, Van Hool Alizee H, 49R, toilet
 1987 D DAF SB2300, Plaxton 3500, 49R, toilet
 1987 D T815, Van Hool Alizee, 51R, toilet

BUSES FROM OUR HIRE FLEET

1995 N/M DAF SB220, Northern Counties Paladin, 49 Str
 1995 M DAF SB220, Ikarus Citibus, 49 Str
 1992 K DAF SB220, Ikarus Citibus, 49 Str
 1992 J DAF SB220, Ikarus Citibus, 42 coach seats

Hughes DAF

TEL: 01274 681144

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IKARUS PARTS & SERVICE

EOS PARTS & SERVICE
coach

VAN HOO PARTS & SERVICE

PLAXTON PARTS & SERVICE

NC PARTS & SERVICE
Northern Counties
Rises are our business